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MOGG'S
GREAT WESTERN
RAILWAY,

AND

WINDSOR, BATH, & BRISTOL
GUIDE;

ACCOMPANIED BY A LARGE OFFICIAL

MAP OF THE LINE,

AN ACCOUNT OF THE

BRISTOL & EXETER RAILWAY,

AND NOTICE OF

The Cheltenham & Great Western

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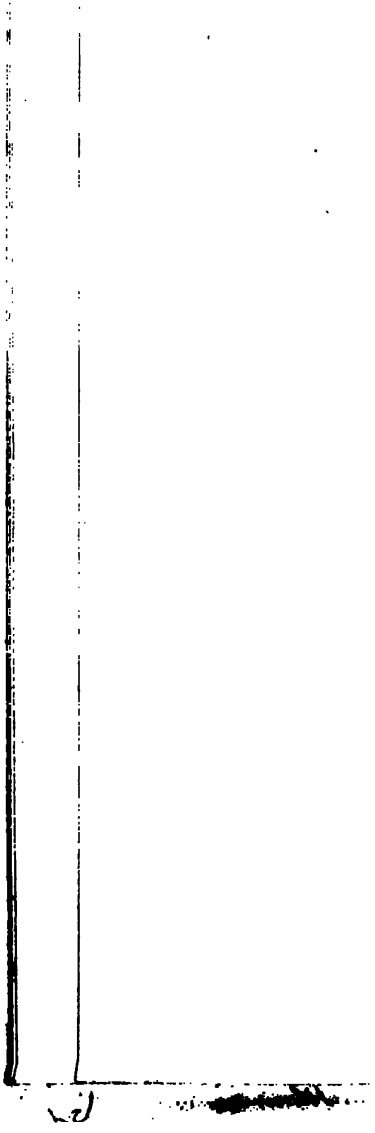

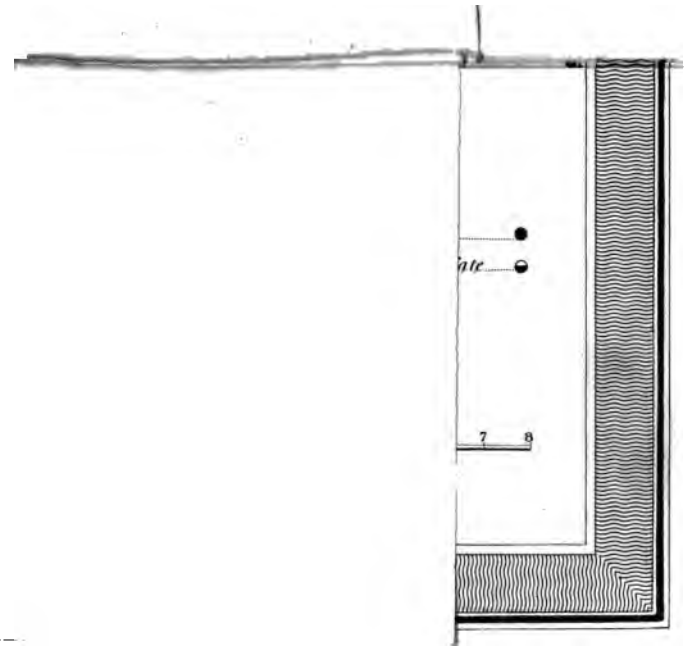
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MOGG'S

GREAT WESTERN RAILWAY

AND

WINDSOR, BATH, AND BRISTOL

GUIDE;

ACCOMPANIED BY

A LARGE OFFICIAL MAP OF THE LINE,

AN ACCOUNT OF THE

BRISTOL AND EXETER RAILWAY,

AND NOTICE OF THE

Cheltenham and Great Western Union Railway;

TO WHICH IS ADDED,

AN ACCURATE LIST OF

HACKNEY COACH AND CAB FARES,

FROM THE PADDINGTON STATION TO ALL PARTS OF LONDON.

LONDON:

PUBLISHED AND SOLD BY THE PROPRIETOR,

E. MOGG,

14. GREAT RUSSELL STREET, COVENT GARDEN.

1841.

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LONDON:
Printed by A. SPOTTISWOODE,
New-Street-Square.

PREFACE.

In presenting to the public his account of the Great Western Railway, the stupendous work of J. K. Brunel, Esq., who, in its construction, has erected an imperishable monument to his fame, the Editor is anxious to impress upon the reader the fact of its perfect accuracy, as regards the details of the line; that portion of the work being wholly deduced from official documents, kindly supplied for the purpose by its talented engineer, to whom he avails himself of this opportunity to express his best thanks for many favours, enhanced by the very handsome manner in which they were conferred.

The topographical accounts are derived from the best authorities, and these by personal research have been rendered complete to the present time. The Map, drawn from the Ordnance Survey (on which the line was originally laid down for the purpose of this work by Mr. Brunel), including a considerable portion of the surrounding country, the Editor trusts, as enabling the tourist to ascertain his relative situation, its size considered, will be esteemed a valuable accompaniment thereto, and, in conjunction with the following pages, form a complete guide to the Great Western Railway.

Great Russell Street, Covent Garden,
June 1. 1841.

ADVERTISEMENT.

THE annexed list of Hackney Coach Fares, constructed from measurements expressly made by the proprietor for this work, will, if consulted, protect from future depredation all who resort to the Paddington Station; while the officials of that establishment will experience relief from the confusion heretofore created by the inordinate demands of ignorant or dishonest drivers.

To save the reader all trouble of calculation, he will find, by a reference to this table, a ready mode of ascertaining the difference between Coach and Cab Fares; which, calculated at the rate of 1*s.* a mile for the former, are as follow: —

Coach.			Cab.	
s.	*d.*		*s.*	*d.*
1	0	...	0	8
1	6	...	1	0
2	0	...	1	4
2	6	...	1	8
3	0	...	2	0
3	6	...	2	4
4	0	...	2	8
4	6	...	3	0
5	0	...	3	4
5	6	...	3	8
6	0	...	4	0
6	6	...	4	4
7	0	...	4	8
7	6	...	5	0
8	0	...	5	4

HE 3020 .G78 M8
Mogg's Great Western Railway

GREAT WESTERN RAILWAY STATION, *to or from*

	s.	d
Adam Street West, *N. End*	1	0
Admiralty	3	0
Adelphi Terrace, *any part*	3	6
Aldersgate Street, *any part*	4	6
Aldgate, *the Minories*	5	0
Asylum, *first Gate*	4	0
Baker Street, *any part*	1	6
Bank	4	6
Battersea Bridge	4	6
Bayswater, *Porchester Ter.*	1	0
Bedford Row, *any part*	3	6
Bedford Square, *any part*	3	0
Belgrave Square, *Halkin St.*	2	6
Berkeley Square, *Bruton Pl.*	2	0
Bermondsey St. *Crucifix La.*	5	6
Berners Street, *any part*	2	6
Birmingham Railway Station	2	6
Bishopsgate Street, 50 *yards North of Union Street*	5	0
Blackfriars Bridge, *centre of*	4	0
Blackfriars Rd. *Surrey Row*	4	6
Blackwall Stairs	8	6
Bloomsbury Sq. *any part*	3	0
Bond Street, *Grosvenor St.*	2	0
Borough, *Union Street*	5	0
Brixton, *Vassal Road*	5	0
Brixton, *Park Place*	5	6
Brixton, *the Church*	6	0
Brompton, *Yeoman's Row*	3	0
Brunswick Square, *any part*	3	0
Bryanstone Square, *any part*	1	6
Buckingham Gate	3	0
Camberwell, *Berezford St.*	5	6
Camden Town, *Union Ter.*	3	0
Cannon Street, *Nicholas La.*	4	6
Cavendish Square, *any part*	2	0
Cheapside, *any part*	4	6
Chelsea, *Turk's Row*	3	6
Chelsea, *King's Parade*	4	0
Chiswell Street, 60 *yards beyond Finsbury Street*	4	6
City Road, *Macclesfield Arms*	4	0
City Road, *Old Street*	4	6
Clapham Road, 60 *yards short of the Swan at Stockwell*	5	0
Clerkenwell Green, *any part*	4	0
Commercial Road, *Sidney St.*	6	0
Commercial R. *Grosvenor St.*	6	6
Cornhill, 55 *yards short of Birchin Lane*	4	6
Covent Garden Theatre	3	0
Croydon Railway Station	5	0
Crutched Friars, *Seething La.*	5	0
Curzon St. *Chesterfield St.*	2	0
Dalston, *Tyssen Arms*	5	6
Dockhead, 50 *yds. beyond the R. Catholic Ch. Parkers R.*	6	0
Drury Lane, *Duke's Court*	3	0
Edgware Road, 60 *yards short of Upper Seymour Street*	1	0
Fleet Street, *Fetter Lane*	3	6
Gloucester Place, *any part*	1	6
Goswell St. Rd. *Charles St.*	4	0
Gray's Inn Lane, *Portpool L.*	3	6
Greenwich Road, 60 *yards beyond Harper Street*	5	0
Grosvenor Place, *Chester St.*	2	6
Grosvenor Square, *any part*	2	0
Guildford St. *Grenville St.*	3	0
Hackney Road, 50 *yards beyond Great Cambridge St.*	5	6
Hackney Road, *Cambridge Heath Turnpike*	6	0
Hackney, *Clapton Square*	6	6
Hampstead Road, *Bedford Place, Russell Crescent*	2	6
Hampstead, *the George*	4	6
Hampstead, *Horse & Groom*	5	0
Hanover Square Rooms	2	0
Harley Street, *Devonshire St.*	1	6
Haymarket, *any part*	3	0
High Street Marylebone, *Beaumont Street*	1	6
Holborn, *Kingsgate Street*	3	0
Holborn, *Fetter Lane*	3	6
Islington Church	4	0
Islington, *Annet's Crescent*	4	6
Islington, *Union Chapel*	4	6
Kennington La. *Vauxhall St.*	5	0
Kennington, *the Horns*	5	0
Kensington Gore, 200 *yards short of the Halfway House*	3	0
Kensington, *Hornton Street*	3	6
Kens. Gravel Pits, 1½ *mile st.*	1	6
Kens. Gravel Pits, 60 *yards beyond Boyne Ter. centre*	2	0

	s. d
Kent Road, 60 *yards short of Alfred Place*	5 6
Kent Road, *Lord Nelson*	6 0
Kentish Town, *Trafalgar Pl.*	3 6
Kentish Town, *Francis Ter.*	4 0
Kilburn, *first rd. to West End*	4 6
King's Cross, *North Street*	3 0
Kingsland Road, *York Place*	5 6
Kingsland Road, *York Ter.*	6 0
Kingsland, *Black Bull*	5 6
Knightsbridge, *Wilton Place*	2 6
Lambeth, *Old Church*	4 6
Leicester Square, *any part*	3 0
Limehouse, *Britannia Place*	7 0
Lincln's Inn Fields, *anypart*	3 6
London Bridge, *Surrey side*	5 0
London Road, *Gaywood St.*	4 6
Long Acre, *any part*	3 0
Long Lane, *Charterhouse St.*	4 0
Maida Vale, *Verulam Ter*	1 6
Manchester Square, *any part*	1 6
Mile End, *Trinity Alms Ho.*	6 0
Mile End, *Jews' Hospital*	6 6
Millbank Row, *Slate Yard*	4 0
Montague Square, *any part*	1 6
New Road, *Quebec Street*	1 0
New Road, *Devonshire Place*	1 6
New Road, 50 *yards short of Tottenham Court Road*	2 0
New Road, *Chalton Street*	2 6
Newgate St. *Bagnio Court*	4 0
Newington Butts, *Penton Pl.*	5 0
Old Street, *City Road*	4 6
Old Palace Yd. *Poets' Corner*	3 6
Oxford Street, *George Street*	1 6
Oxford Street, *Argyle Street*	2 0
Oxford St. *Tottenham Ct. Rd.*	2 6
Paddington, *one mile stone*	1 0
Paddington, *Salisbury Street in Church Street*	1 0
Pall Mall, *any part*	3 0
Pancras, *W. end of Perry St.*	3 0
Park Road, *South Bank*	1 6
Park Lane, *King St. Mews*	1 6
Park Lane, *Brick Street*	2 0
Pentonville, *Angel Terrace*	3 6
Piccadilly, *Albany*	2 6
Pimlico, *the Gun*	3 0
Poplar, *Newby Place*	8 0
Portland Place, *any part*	2 0
Portland St. *N. Cavendish St.*	2 0
Portman Square, *any part*	1 6
Queen Sq. Bloomsb. *any part*	3 6
Queen Sq. Westm. *any part*	3 6
Queen's Elm, *Robert Street*	3 6
Ratcliff Highw. *OldGrav.La.*	6 0
Regent St. *County Fire Office*	2 6
Regent's Park, *Sussex Place*	1 6
Regent's Park, *Chester Ter.*	2 0
Regent's Park, *Gloster Terrace, north end*	2 6
Rotherhithe, *Marygold St.*	6 6
Russell Square, *any part*	3 0
St. James's Street, *Park Place*	2 6
St. John's Street, *Perceval St.*	4 0
St. John's Wood Road, *Cricket Ground*	1 6
St. Paul's Church Yard, 50 *yards beyond Paul's Chain*	4 0
Seymour Street, *Duke St.*	1 6
Shadwell, *Gold's Hill*	6 6
Shepherds Bush, *White Horse*	3 0
Shoreditch Church	5 0
Sloane Street, *Pavilion St.*	3 0
Smithfield, *any part*	4 0
Soho Square, *any part*	2 6
South Lambeth, *Wheatsheaf*	4 6
Southwark Bridge	4 6
Stamford St. *Brunswick St.*	4 0
Stockwell, *Garden Row*	5 6
Strand, *Agar Street*	3 0
Strand, *Norfolk Street*	3 6
Tavistock Square, *any part*	3 0
Tooley Street, *Weavers La.*	5 6
Torrington Sq. *Torringt. Pl.*	2 6
Tottenham Ct. Rd. *Store St.*	2 6
Tower, the	5 0
Vauxhall Br. Rd. *Trelleck Ter*	3 0
Vauxhall Turnpike	4 0
Walcot Place, *East Place*	4 6
Walworth, 40 *yards short of Amelia Street*	5 0
Wandsworth Rd. *Welling. Pl.*	4 6
Wapping, *Globe Street*	6 0
Waterloo Br. *Surrey side*	3 6
Waterloo Br. Rd. *Gibson St.*	4 0
Watling Street, *any part*	4 6
Welbeck Street, *any part*	2 0
Westminster Abbey, *W. door*	3 6
Whitechapel, *Gt. Garden St.*	5 6
Wimpole St. *Weymouth St.*	1 6
Wood Street, *any part*	4 6

GREAT WESTERN RAILWAY.

LONDON TO SLOUGH.

The Great Western Railway commences at Paddington, on the western side of the Paddington canal, from whence it is carried forward, through excavation, with a curvilinear sweep, on a rise of 3 feet in a mile, in a distance of 2¼ miles, to the Birmingham, Bristol, and Thames Junction Railway, which, carried under the Paddington Canal, branches forth from the Birmingham Railway (both these great works lying a short distance on right of the line) to the Great Western at Wormwood Scrubs; a little before arriving at which, on the northern bank of the canal, is the General Cemetery. From Wormwood Scrubs, carried forward in a south-west direction, it soon emerges from the excavation, and, entering on an embankment that affords a transient glance at the country, crosses Old Oak Common, from whence, taken through deep cutting, a short embankment intervening near Acton, it arrives at

THE EALING STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 5½ MILES, FROM BATH 100¾ MILES, FROM BRISTOL 112½ MILES.

On right of Ealing is Castle Bear Hill, long the residence of H. R. H. the late Duke of Kent: 1½ mile distant is Twyford Abbey, the small but elegant domain of the late John Willan, Esq., the celebrated stage coach proprietor, now of his successor. Shortly before arriving at the Ealing Station, the Railway, increased in steepness to 4 feet in a mile, approaches very closely the Uxbridge road, from whence, carried forward in a direct line, through cutting, in rather less than a mile, it gains the Hanwell embankment, and soon reaches

THE HANWELL STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 7 MILES, FROM BATH 99¼ MILES, FROM BRISTOL 111 MILES.

The Hanwell embankment, in conjunction with the Wharncliffe viaduct, a beautiful structure *, constructed with a gradual sweep, carries the Railway over the Brent river and valley, to the Metropolis Bridge, a massive structure of brick, by which the line is borne over the Uxbridge road. The Hanwell embankment affords a good view of the country on either side, first of Hanwell Park upon the right; but, upon reaching the Viaduct, the prospect, particularly on the left, expands. In this direction is beheld one of the British "palaces for poverty," the far-famed Hanwell Lunatic Asylum, which, with its delightful grounds, is solely de-

* Of 8 arches, its entire length being 895 feet.

voted to the reception of pauper lunatics of the county of Middlesex. Beyond the Asylum lies Osterley Park, the beautiful seat of the Earl of Jersey; the view being terminated by the richly-wooded eminences of Richmond Park and the Surrey Hills. About a mile beyond the Wharncliffe Viaduct is

THE SOUTHALL STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 8¾ MILES, FROM BATH 97½ MILES, FROM BRISTOL 109¼ MILES.

Southall, a mere village, ranks as a market town, from the market for cattle, held here weekly, and which, for its extent of business, is second only to Smithfield. Here also is Southall Park, some time the private lunatic asylum of the late Sir W. Ellis, till lately the resident physician and manager of the county establishment at Hanwell. Continued with a gradual sweep from Southall, the Railway in 1¼ mile reaches the Paddington Canal, and shortly after the Grand Junction Canal, both of which it crosses on a level. At the Grand Junction Canal (¼ mile distant on left of which is Cranford Park, the seat of the Berkeley family), the Railway commences a descent of 4 feet in a mile, and carried with a gradual sweep, by alternate excavation and embankment, passing in its way Dawley, once the seat of the celebrated Lord Bolingbroke (on right), arrives in about 1½ mile farther at

THE WEST DRAYTON STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 13 MILES, FROM BATH 93¼ MILES, FROM BRISTOL 105 MILES. — Journey resumed below.

West Drayton, distant from Uxbridge 3 miles, from Colnbrook 4 miles, from its confluence of waters, has long been the resort of the lovers of the angle, who, in the Colne and Crane, and their tributary streams, find ample room for the indulgence of their favourite sport. From the West Drayton station, the Railway, carried forward upon a level, with a gradual bend to the southward, soon crosses the Colne river (entering Buckinghamshire), and in a short distance further, carried through deep cutting, the Iver road. 1 mile distant on left of the Iver road is Richings Lodge, and about the same distance on right Delaford Park. ¾ mile beyond the Iver road, the Railway enters on an embankment by which it is carried to the 16 milestone and Langley Marsh road, 1 mile distant on left of which is Ditton Park, the seat of Lord Montague, and about the same distance on right Langley Park, R. Harvey, Esq. The house, a noble stone structure, the grounds of which are beautifully disposed, having at their northern extremity an enclosure denominated the Black

Park, from its appropriation to alpine scenery, of which it presents a very beautiful specimen, being wholly planted with firs and ornamented with a fine sheet of water.

From the Langley Marsh road, a little before reaching which it commences a descent of 4 feet in a mile, the Railway, carried forward with a curvilinear sweep, chiefly through excavation, in a distance of 1½ mile from Langley Marsh, crosses the Upton and Stoke road, when it commences a rise of 2 feet in a mile, and continued, principally through cutting, in ¾ mile more, arrives at

THE SLOUGH STATION.

A PRINCIPAL ONE, DISTANT FROM LONDON 18 MILES, FROM WINDSOR 2½ MILES, FROM ASCOT RACE COURSE 8¼ MILES, FROM BATH 88¼ MILES, FROM BRISTOL 100 MILES. — Journey resumed page 7.

SLOUGH.

A considerable village, and once great thoroughfare, on the Bath road, is chiefly remarkable as the residence of the late Dr. Herschel, who, during the reign of George III., assisted by a royal pension, here pursued his astronomical researches; a branch of science to which his son has greatly contributed, and here continues his labours. His telescope, a prodigious instrument, 39 feet 4 inches in length and 4 feet in diameter, presents a singular appearance as seen from the road. A description of this vast magnifier and its apparatus occupies 65 pages in the second part of the Philosophical Transactions for 1795, its parts being illustrated by 19 plates. It is altogether a most curious piece of mechanism, and the discoveries made by means of its magnetic power constitute some of the leading features of modern astronomy.

ETON.*

Eton, a considerable village, principally consisting of one long street, at the end of which a bridge over the Thames connects it with Windsor, is chiefly celebrated for its College. This college was founded by the unfortunate Henry VI., and is advantageously situated in a healthy and fertile valley near the river Thames, that greatly contributes to the beauty of this interesting scene. The institution supports 70 scholars, with officers and assistants; besides which, there are seldom less than 300 gentlemen, sons of the nobility and gentry, who board with the masters, and receive their education at this seminary. The college consists of two quadrangles, one appropriated to the school, and the lodging of the masters and scholars; the other containing the apartments of the

* The Eton Montem, triennially celebrated, consists of a procession of the pupils to Salt Hill, when a collection is made that, sometimes amounting to 800*l.*, is given to the captain of the school for his support at the University.

provost and fellows, and also the library, which is considered one of the finest in Europe; some very valuable drawings, paintings, and Oriental manuscripts, are among its curiosities. The chapel is a fine structure, ornamented with large abutments, pinnacles, and embrasures; and is similar, in the disposition of its parts, to that of King's College, Cambridge.

WINDSOR.

Windsor is situated on the river Thames, and is connected with Eton by a neat bridge; it contains six principal streets, and several inferior ones; the houses in the former are chiefly built of brick, and the town is well paved and lighted. The Guildhall is a stately building. The Church, a modern Gothic structure, contains some handsome monuments, and a good organ. The town also contains an elegant little theatre, commodious barracks, and a good free-school: it returns two members to parliament. The corporation consists of a mayor, two bailiffs, and twenty-eight burgesses, thirteen of whom are called fellows, or benchers of the Guildhall; of these, ten, besides the mayor and bailiffs, are styled aldermen. The market is on Saturday. The inns are, the Castle, White Hart, Star and Garter, and Swan.

Windsor and its vicinity — both of extreme interest — have more than ordinary claims on the attention of the intelligent tourist. At Charter Island, near Runny Mead, the Egham race course, Magna Charta (the original of which may be inspected at the British Museum) was signed by King John, an event that Akenside, the poet of liberty, proposed to record by a column, to be erected on the spot, and for which he wrote an inscription. Cooper's Hill forms the subject of a poem by Denham, that Pope has eulogised in his "Windsor Forest," a work too well known to need encomium here. The town itself has been immortalised by Shakespear, in his Merry Wives of Windsor; while every reader of poetry will remember with pleasure Gray's Elegy, and Ode to Eton College.

WINDSOR CASTLE.

Windsor Castle, the most delightful and splendid palace of our sovereigns, was built by William the Conqueror, on account of its elevated and pleasant situation, as a place of security. It was enlarged by Henry I. Our succeeding monarchs resided in it till Edward IV., who was born in it, caused the ancient building to be taken down, with the exception of three towers at the west end of the lower ward, erected the present stately castle, and St. George's Chapel, enclosed the whole with a rampart of stone, and founded the Order of the Garter. The rebuilding of the castle was begun under the direction of William of Wykeham,

afterwards Bishop of Winchester. Great additions were made to it by Edward IV., Henry VII., Henry VIII., Elizabeth, and Charles II. The last entirely changed the face of the upper court, enlarged the windows, and made them regular; richly furnished the royal apartments, decorated them with paintings, and formed a magazine of arms: he likewise enlarged the terrace walk made by Queen Elizabeth, on the north side of the castle, and carried another terrace round the east and south-east sides of the upper court. In short, Charles II. left little to be done, except some additional paintings in the principal apartments, which were added by his successors, James II. and William III., in whose reign the whole was completed. Many improvements were made here during the reign of George III. Its complete reparation, with many improvements and additions of great magnificence, were, however, carried into effect during the reign of George IV., whose fine taste is strikingly exemplified throughout, and at whose suggestion it was completed, in its present state, by Sir Jeffery Wyatville, at an expense of 300,000*l.* The castle is divided into two courts or wards, with a large round tower between them, called the middle ward, the whole containing about twelve acres, with many towers and batteries. It is situated on a high hill, which rises by a sudden ascent, and has its base laved by the waters of the Thames. On the declivity of this hill is the fine terrace, faced with a rampart of freestone; and, for strength, grandeur of effect, and beautiful prospects, is universally allowed to be the noblest walk in Europe. St. George's Chapel, or the Collegiate Church of Windsor, is situated in the centre of the lower court: it is a beautiful structure, in the purest style of pointed architecture, and was founded by Edward III. in 1377; it was much improved and enlarged by Edward IV., and completed by Henry VII., who finished the body of it, and whose prime minister, Sir Reginald Bray, assisted in the construction of the roof, which is of stone, is decorated with an infinite number of devices, and, for the beauty and excellence of its workmanship, is universally considered a masterpiece of art. The whole was repaired and beautified, the choir in particular, about 1790, under the direction of Mr. Emlyn, by order of George III., who contributed, from his privy purse, 15,000*l.* towards the expense. The organ, built by Green, is esteemed one of the finest in England. Taste and convenience have been consulted in the various alterations and improvements, a light and airy style pervades the whole, and the general effect of the stone-work, with the neatness of the finishing, strikes the spectator with wonder. The *tout ensemble* is one of the most magnificent ever seen in a place of *divine worship.* The *Royal Vault* is a freestone edifice, built by

Henry VII., as a place of sepulture for himself and his successors; but, altering his purpose, he began the more noble structure at Westminster; and this remained neglected, till Cardinal Wolsey began a sumptuous monument for himself, whence the building obtained the name of Wolsey's Tomb House. The Cardinal, dying soon after his disgrace, was buried in the abbey at Leicester, and the building remained unfinished. James II. converted it into a Popish Chapel; but it afterwards fell to decay, and remained so till the reign of George III., when it was formed into a *Royal Mausoleum*, under the direction of Mr. Wyatt. Here are deposited the remains of George III. and his Queen, his daughter, the Princess Amelia; his sons, the Duke of Kent, the Duke of York, George IV., and William IV.; his granddaughter, the Princess Charlotte, and her infant son; and his nephew, the Duke of Gloucester. The remains of the infant Princes Alfred and Octavius, children of George III., were, during the life of that monarch, removed hither from Westminster Abbey. To do justice to Windsor Castle in the pages of this work is impossible: a volume might well be devoted to its description: to be appreciated it must be seen: it is deemed, by all who have visited it, as one of the most delightful spots in the world. When beheld from a distance, it at all times presents itself with superior dignity: but its majestic grandeur is best seen towards the close of day, when the broad effulgence of the setting sun illumines its walls and towers with vivid radiance.

From the Langley embankment, and occasional openings through the succeeding excavations, a good view is obtained of the surrounding country. Clearing the woods of Ditton Park, on left, rising in majestic grandeur, are beheld the stately towers of Windsor Castle. Enjoying an elevated and commanding situation, and occupying a position on the margin of the Thames, that here forms a sort of peninsula, from which it rises boldly, and surrounded by a richly wooded country, that may literally be said to revel in a luxuriance of rural beauties, it would appear to have been a spot pointed out by nature as worthy to be the abode of monarchs. Beneath the battlements of Windsor Castle, but somewhat in advance of that building, the tapering spires of Eton College, or, rather, its chapel, are seen to great advantage. Beheld in this direction, Eton College will forcibly remind the reader of Gray's Ode to that justly celebrated seat of learning, at which he is known to have pursued his studies. On right of the Upton and Stoke road is Stoke Place * On right of the Salt Hill and Stoke road Stoke Park, the seat of Grenville Penn, Esq., a descendant of e Penns of Pennsylvania. The mansion, which consists of a

* The seat of Col. Vyse.

large square centre and two wings, standing in a park of considerable size, is seen to great advantage from the Railway, and forms a prominent feature in the landscape, viewed from the windows of Windsor Castle. Northward of Stoke Park, the church of Stoke Poges rears its "heaven-directed spire" among the trees; the surrounding cemetery forms the subject of Gray's Elegy. Here the poet passed his early days, and here also, together with his mother and aunt, he was buried. A monument to his memory, erected by the late Mr. Penn, stands in a field adjoining the churchyard, and forms the terminus of one of the views from Stoke House. Nearly adjoining Stoke Poges is Farnham Royal, a small village, the manor of which was held by its possessors on condition of finding the king a glove for his right hand on his coronation-day, and supporting his right arm while he held the royal sceptre. When the ancestors of the Earl of Shrewsbury exchanged this property with Henry VIII., they reserved the privilege to themselves and their posterity.

SLOUGH TO MAIDENHEAD.

From the Upton and Stoke road, the Railway is carried forward, with a curvilinear sweep, in a north-west direction, for a distance of 2½ miles, crossing, in ¾ of a mile beyond Slough, the Salt Hill and Stoke road, from whence, carried principally through excavation, it arrives at the 20 mile stone. From this point the Railway proceeds with a gradual bend towards the Bath road, that runs on left of the line, and, carried by embankment, crosses near the 21 mile stone the road to Burnham and the 2 mile brook, on left of which is Ash Mill, in ¾ of a mile more the road to Hitcham, and, carried over the Bath road by a lofty brick bridge of 2 arches, reaches

THE MAIDENHEAD STATION.

A PRINCIPAL ONE, DISTANT FROM LONDON 22½ MILES, FROM BATH 83¾ MILES, FROM BRISTOL 95½ MILES. — Journey resumed page 9.

The Maidenhead station, which is a principal one and of some extent, is situate near the Dumb Bell Inn on the Bath road, at a distance of about 1½ miles east from the centre of the town.

MAIDENHEAD.

Maidenhead, a market town of Berkshire, is situated on the borders of the Thames, in the parishes of Bray and Cookham, and is distant from London by road 26 miles, by Railway 22½ miles.

It consists principally of one long paved street, the south side of which is in the former parish. Its present consequence may be attributed to the building of the bridge about the time of

Edward III., by which means the great western road was carried through the town. Previous to this, travellers usually crossed the river at a ferry, called Babham's End, at Cookham (where a bridge has recently been built), about 2 miles northward. The first bridge was of wood, towards the repairs of which the corporation were allowed a tree annually out of Windsor Forest. The present bridge consists of seven large semicircular arches, built with stone, and three smaller ones of brick at each end. The approach to this structure is grand and spacious, the ends being formed with a noble curve outwards. Along the sides is a broad pavement, fenced with a handsome balustrade. The view from the centre of the bridge northward is particularly pleasing. The hills of Cliefden and Taplow, with their elegant mansions, and fine hanging woods, form a very diversified and beautiful prospect. The principal trade of this town is in malt, meal, and timber; independent of this, from its favourable position on the Bath road, of which it was a principal stage, and being situate on the great thoroughfare from London to Oxford, Cheltenham, Gloucester, Birmingham, South Wales, and the West of England, prior to the introduction of the railway system, it enjoyed from its extensive connexion with mail-coach contractors, and stage-coach and posting establishments, that employed very many hands, a large share of the carrying trade; and this, in conjunction with the expenditure of travellers, proved a fruitful source of revenue to the town: the appearance of which, from the constant traffic passing through it, was that of a bustling, busy place.

Maidenhead, like many others in the kingdom, however, similarly circumstanced, has been doomed to experience a sad reverse; its business in these branches has all been carried off by the completion of the Great Western Railway, and suffering severely therefrom, save on the arrival of the trains, it now wears an appearance varying little from village tranquillity. This town was originally incorporated under the name of the Guild or Fraternity of the Brothers and Sisters of Maidenhithe, in the 26th year of the reign of Edward III. After the Reformation, it was governed by a warden and burgesses; but the charter of James II. vests the authority in a mayor and alderman, who are empowered to choose a high steward and other officers. The mayor, his predecessor, and the steward, act as justices. The corporation have the power of making bye-laws, and there is a jail for debtors and felons. The corporation revenues consist chiefly of the tolls of the market and the bridge. Market on Wednesday.

From the Burnham road, particularly to the right, the country assumes a better aspect, becomes more picturesque as we approach Maidenhead, and the woody hills of Taplow present themselves

to view. On right, finely elevated above the Thames, that flows upon its western side, stands Taplow, distinguished by its noble woodlands and picturesque appearance, and adorned with many handsome houses, the residences of persons of rank and fashion: of these Taplow Court, standing on the summit of the hill, embosomed in wood, and, at no great distance from it, Taplow House, are two of the principal; but the chief feature of Taplow is Cliefden, which, together with Hedsor Lodge and Dropmore, form a complete cluster of seats. The stately mansion first erected at Cliefden was built by George Villiers, second duke of Buckingham, and was, with its costly furniture, fine pictures, and rich tapestry hangings, (the latter representing the victories of the great duke of Marlborough), totally destroyed by fire on the 20th of May, 1795. The Cliefden estate, and remains of its once splendid mansion, lay for some years a melancholy memorial of its former grandeur; and the property, divided into lots, was sold by auction on the 15th of June 1819. The chief part of the estate eventually became the property of Sir G. Warrender, Bart., who has erected an elegant mansion here. The grounds rise boldly from the banks of the Thames, and command (particularly from the terrace and adjoining parterre), in addition to an extensive reach of that noble river, some of the finest prospects in this part of the country. The home scenery is very picturesque, and the grounds (ornamented with a cascade), greatly improved, are also finely wooded, and possess so much diversity of surface, that the views assume a grandeur of character but seldom seen.

MAIDENHEAD TO READING.

From the Maidenhead Station, the Railway, carried forward by embankment in a direct line, soon crosses, by a bridge of 10 arches *, the river Thames, of which the fleeting glance the traveller obtains occasions a temporary regret at his now rapid rate of procedure, that deprives him of the enjoyment of one of the best, if not most beautiful, prospects on the line. Of these, supposing him to terminate his journey here, we shall proceed to point out the chief features. The view southward is, from the erection of the viaduct, no longer visible from Maidenhead Bridge, and can be seen only from the embankment; viewed in this direction, the river, continuing a direct course, pursues its way through a country which, though flat, is not unpleasant. Houses and villages are scattered amidst delightful meadows; the scene is closed in the horizon by a very distant country — Windsor Castle and the royal forest appearing on the left. The view northward from Maidenhead Bridge, though not so extensive, is greatly ad-

* *Of these*, 2 are water and 8 are land arches.

mired. In this direction the rising grounds of Taplow are beheld upon the right: the beautiful scenery of Cliefden and its neighbourhood present a picturesque landscape, backed by the beautifully wooded hills of Buckinghamshire, that terminate the view. Resuming the journey, the viaduct crossed, the embankment affords a good view of the town of Maidenhead, at the end of which the Railway crosses the road to Windsor, 9 miles distant on left. From the Windsor road, it proceeds, with a gradual bend, to the southward, and, carried through cutting of considerable depth, crosses, a mile beyond it, Shoppenhanger Lane, at 26¾ miles, the White Waltham road, reaching, in 1¼ mile more, the Waltham St. Lawrence road, 1 mile beyond which, crossing the Waltham St. Lawrence and Hare Hatch roads, it enters on an embankment that carries it in rather less than a mile to Ruscombe, ½ mile beyond which, carried through deep cutting, it arrives at

THE TWYFORD STATION,

AN INTERMEDIATE ONE, DISTANT FROM LONDON 30¼ MILES, FROM BATH 76 MILES, FROM BRISTOL 87¾ MILES. — Journey resumed page 11.

One mile on left of Maidenhead lies Bray, celebrated in song for its vicar, Simon Symmonds, who, according to Fuller, changed his religion four times in the reign of Henry VIII. and his successors, adhering to one principle only, that of living and dying vicar of Bray. The story is told with some variations; but the fact is not doubted. The excavation through which the Railway is continued, from about a mile beyond the Windsor road for 5 miles, excludes all objects from the view, and the ride is for that distance by no means pleasant, the beautiful country through which it is carried being completely barred out by the monotonous mounds of earth that line its sides: the roads now crossed, are consequently carried over the line and conduct to the seats hereinafter named. ¼ mile distant on left of Shoppenhanger Lane is Heywood Lodge, 1 mile distant on right of it Stubbings, and 2 miles distant Hall Place. ¼ mile distant on left of the White Waltham road is Shottesbrook Park, a beautifully wooded domain that surrounds a stately mansion, the seat of the Vansittart family. 1 mile distant on right of the Waltham St. Lawrence road is Bear Place. This is an elegant mansion, with wings, pleasantly situated on an elevated spot, in a fine woodland country: the grounds, tufted with trees, exhibit an agreeable diversity of surface, and the views, particularly towards the south and east, are extensive and beautiful. At the Waltham St. Lawrence road, the Railway enters on the Waycock Field, an ancient Roman highway, passing immediately on left of Castle Hill, formerly a con-

siderable fort. On right of the line, between the White Waltham and Waltham St. Lawrence roads, and north of the Bath road (that here runs at no great distance on right of the Railway), rise the finely wooded eminences known as the Ashley and Bowsey hills. They form a fine feature in the landscape of the beautiful country by which they are surrounded, and from their height, which is considerable, are visible for many miles, being clearly discernible, in fine weather, from Hampstead Heath, near London, at a distance of 36 miles: they are, however, altogether excluded from the view till the arrival of the train at the Ruscombe embankment, from whence, looking eastward, they suddenly present themselves. On left of Ruscombe is Ruscombe House, and 1 mile distant Stanlake House. 1 mile distant on right of Ruscombe, at Hare Hatch, is Scarletts, and 3½ miles distant on the Henly road, upon the right, Park Place, the seat of E. Fuller Maitland, Esq. The mansion is delightfully situated on an eminence, sheltered by extensive plantations from the severity of the winds. It is elegantly furnished. The grounds possess all the features characteristic of beauty: they consist of a fine intermixture of hill and dale, plentifully stocked with woods and ornamented by several buildings, one of which, a Druid's temple, brought from the Isle of Jersey, is a curious relic of antiquity. A subterraneous passage leads to a valley bordered with cypress, containing a grand representation of a Roman amphitheatre falling into decay. The prospects are delightfully varied and extensive, and the river Thames, seen in many parts to great advantage, considerably heightens the beauty of the scene.

From the Twyford station, situated in an isolated part of the county of Wilts, the Railway continued in a direct line, emerges from the excavation, and, carried forward by embankment, soon crosses the Slake stream and Loddon river, and re-enters Berkshire, when with a gentle bend to the Bath road, which is carried over the line, it arrives, through a cutting of tremendous depth, at Sonning, on right of which is Holme Park.* About a mile beyond the Bath road, the Railway enters on an embankment that affords a good view of the river Thames and the country on its Oxfordshire side; the land rising suddenly on left, excluding from the view the following, which here form, as it were, a complete cluster of villas: Early Court, Woodly Lodge, ¼ mile distant; and Maiden Early, 1¼ mile distant, near which is White Knights.

From 33 mile-stone in the Sonning excavation, the Railway, carried on a descent of 4 feet in a mile, soon crosses the Kennett, from whence, constructed on a level embankment, it is carried between the town and the Thames to

* The seat of R. Palmer, Esq.

THE READING STATION,

A PRINCIPAL ONE, DISTANT FROM LONDON 35¼ MILES, FROM BATH 70¾ MILES, FROM BRISTOL 82½ MILES.—Journey resumed page 15.

2 miles distant on right of Reading is Caversham Park, and 2½ miles distant, Caversham Grove. 1 mile distant on left of Reading is Coley Park, 1½ mile distant Southcote House, and 7 miles distant Strathfieldsaye, Duke of Wellington.

READING.

Reading, a market and borough town of Berkshire, is the chief town of the county, and by much the largest and most considerable for trade and commerce. It is situate on the river Kennett, near its junction with the Thames, and stands on two small eminences, rising with a gentle acclivity from the vale of the Kennett. The surrounding country is also agreeably diversified with an intermixture of hill and dale, wood and water, and ornamented with a number of elegant seats. The town (which is situate at a distance from London of 39 miles by road, by railway, 35½ miles) is in the form of an equilateral triangle: it chiefly consists of four principal streets, crossed by various other smaller ones, with a moderate sized market-place in the centre: the approach from London has also been greatly improved, by the formation of a new road that leads directly into the heart of the town. The principal streets are spacious, and well paved and lighted, and the houses, chiefly of brick, which are of a mixed character, lay claim, the modern ones in particular, to great respectability, the London style being here generally adopted. The prospect from the Forbery, a beautiful outwork N. E. of the town, and now used as a public walk, is very extensive, commanding a fine view over a large portion of Oxfordshire. The ancient churches, three in number, are respectively dedicated to St. Mary, St. Lawrence, and St. Giles. St. Mary's is regarded as the most ancient, and is generally admired for its tessellated tower; to these a new church, dedicated to St. John, has recently been added by the Parliamentary commissioners. Here are also two episcopal chapels, a Roman catholic church, and places of worship for almost every class of dissenters; sectarianism, indeed, being said, and perhaps with truth, to prevail to a greater extent in Reading than in any other town in the kingdom. Of the public buildings of Reading, the town-hall was rebuilt in 1785, at an expense of 1800*l.*, and now forms a noble room 100 feet long: adjoining it is a spacious council-chamber, which contains portraits of Queen Elizabeth, consi-
-a a good likeness, Archbishop Laud, and other benefactors
-f, the town and neighbourhood. The County

Hospital was erected by subscription in 1838, and is entirely supported by voluntary contributions. The County Gaol is a spacious building, erected, on the site of the abbey, in 1793; it comprises a commodious house for the keeper, a room for the reception of the magistrates, a neat chapel, an infirmary, day-rooms, and airy yards for the prisoners, and a treadmill. The town gaol, in conjunction with the police office, was formerly a priory. The other public buildings are the new market-house, a theatre (rendered unsuccessful by the prevalence of sectarianism), and baths. Of the once celebrated abbey of Reading little now remains but fragments of massive walls, composed of flint and gravel. The walls, which are in some parts 8 feet thick, were formerly cased with stone, which has long since been removed for different purposes. The building appears to have occupied a circumference of nearly half a mile. It was a very magnificent structure, and was founded by Henry I., for the maintenance of Benedictines and refreshment of travellers. It was commenced in 1121, completed in 1125, and consecrated, in 1164, by St. Thomas à Beckett, in presence of the king and many of the nobility. This was one of the richest religious houses in the kingdom, and of the class called mitred abbeys, whose abbots sat in parliament. Among the important privileges conferred upon it by the founder were those of coining money, conferring knighthood, holding fairs, trying and punishing criminals, &c. Two councils are recorded to have been held here, the one in the reign of King John, the other in the time of Edward I. At the dissolution, in 1539, the revenues were valued at the sum of 1938*l.* The commissioners also found considerable quantities of plate, jewels, and other valuable articles. The last abbot was attainted for high treason, for refusing to deliver up the abbey, and, together with two monks, was hanged, drawn, and quartered. A noble gateway, and a portion of the hall, now used as a school-room, are nearly all that at present remain of this formerly magnificent fabric. Various charitable institutions have been founded at different times in Reading, of which the principal is a legacy of 7500*l.*, bequeathed, in 1624, by Mr. Kendrick, for erecting a building for the joint purpose of employing the poor, and introduction of the woollen trade; but this establishment, called the Oracle, did not fulfil the benevolent intentions of the founder; its success is said to have been defeated by the very means adopted, with a mistaken view, to its support; and the building is at present occupied by sacking manufacturers, sail-cloth weavers, pin-makers, &c.; the remaining portion being used as a lumber-room, and a receptacle for the broken looms employed in the woollen trade at its first introduction here. The royal grammar school was founded, in the reign of Henry VII., by one of

the abbots, endowed by Queen Elizabeth, and further enriched by Archbishop Laud, who was a native of Reading, and a great benefactor to the town. He considerably enhanced the value of the living of St. Lawrence, and increased the salary of the master of the grammar school, that, under the superintendence of the late Dr. Valpy, attained great eminence. Two scholarships at Oxford were annexed to the school by Sir Thomas White. A bluecoat school, a handsome building, with a revenue of 1000*l.* a year, for the maintenance of forty-seven boys, was founded in 1646. Besides these there are national schools, a Lancastrian school, a school of industry, infant and Sunday schools, some almshouses, and numerous small donations for beneficial purposes. Reading is not a manufacturing town, but is advantageously situated for trade, the Thames affording the means of transport to the metropolis for articles of bulk, and the Kennett rendered navigable westward as far as Newbury, whence the Kennett and Avon canal, opening a communication with Bath, Bristol, and the Severn, afford great facilities to commercial pursuit. The trade is accordingly very considerable, and consists chiefly in the exportation of the rude produce of the surrounding country, that abounds in the finest wheat, in timber, oak bark, wool, corn, cheese, and malt, and in the import, for its supply, of all the articles of daily consumption. The flour-mills are chiefly situated on two streams, which branch off from the Kennett near the town, and are in constant work, as the reader will readily imagine, when informed that, independent of the flour necessary for a town containing a population of not less than 17,000, 20,000 sacks of that article are sent annually to the metropolis. Here are also iron founderies, extensive breweries, and yards for barge and boat building. Prior to the introduction of the Railway system, the carrying trade of Reading was considerable. The town being situate on the great line of road from London to Bath and Bristol, from its extensive connexion with mail, stage-coach, and posting establishments, all maintained on a great scale, added to the expenditure of travellers, is said to have derived no inconsiderable portion of its revenues, the loss of which, and it is irreparable, will long be felt. The inhabitants, on the whole, consist of tradesmen, farmers, corn-factors, a few manufacturers, and many genteel families. Reading has its literary institution and reading-room; a philosophical society, with a library of 300 volumes, and a small museum; a horticultural society and amateur musical society; and the races, held in August, on Bulmarsh Heath, are well attended. The corporation at present consists of a mayor, recorder, six aldermen, and twelve burgesses. The police is established upon the metropolitan plan. It sends two members to parliament, and has exercised this privilege

from the earliest period of parliamentary history. Reading is a place of great antiquity, though its origin is unknown. It was inhabited by the Saxons many years before the invasion of the Danes, and appears to have had two castles, one of which stood upon the spot where the abbey was founded. In the years 1263, 1440, 1451, and 1452, parliaments were held here, the last having been adjourned hither on account of the plague. The parliament was again adjourned from Westminster, on account of the plague, in 1466; and from the same cause Michaelmas term was kept here, by the temporary removal of the courts of law and equity to Reading. In 1642 the town was garrisoned by the troops of the Parliament, but their commander withdrew with precipitation on the approach of the king; and it was held by the royal party until the siege of 1643 by the Earl of Essex, when Sir Arthur Ashton being wounded, he surrendered on rather unfavourable terms, for which he was condemned to death by a court-martial, but pardoned on account of his former services; and in 1644 the king withdrew the garrison to defend Oxford. Reading, situate in a fine sporting country, at a distance of only 11 miles from Windsor, and within easy reach of the royal hunt, presents an ample field for amusement to the admirers of the horse, the dog, and gun; others, indisposed to these robust pursuits, however, may "the path of pleasure trace" in the many delightful walks with which the vicinity abounds: while lovers of the angle will find good fishing in the Thames. The market-days are Wednesday and Saturday; the first is chiefly for provisions, but the last, for corn, the sale of which is considerable, is of far more importance. The fairs of Reading are held on the 2d of February, 1st of May, 25th of July, and 21st and 22d of September; the July and September fairs, the former for horses, and the latter for horses and cheese, are the best frequented; of the latter article 40,000*l.* worth has occasionally been pitched. Inns. Bear, Crown.

Quitting Reading, the Railway, carried forward by a level embankment across the valley of the Thames, at no great distance from that river on the right, the Oxford road running on its left, for a distance of about 2 miles, the road and river there converging, form a narrow defile, through which the train proceeds to the Roebuck excavation, that, succeeded by an embankment, carries it to the cutting through Purley Park, of considerable depth, from which, emerging, it reaches by embankment

THE PANGBOURNE STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 40¾ MILES, FROM BATH, 65½ MILES, FROM BRISTOL 77¼ MILES. — Journey resumed page 17.

*The embank*ment upon which the Railway is carried along

the valley of the Thames to the Roebuck excavation affords a good view of the country on either side, but particularly upon the right on the Oxfordshire side of the river, where the Mapledurham hills, ranged in soft and beautiful variety, rise from the margin of the Thames. Through the thick woods that in some places crown the tops of these elevations, and, in others, beetle down to their base, are cut walks prolific of the most captivating prospects; indeed this part of Oxfordshire is admirably adapted to the taste of the pictorial traveller, being fertile in subjects for the employment of the pencil. At the foot of the Mapledurham hills lies Mapledurham House, an ancient mansion in the Elizabethan style. It is seated on an extensive lawn and approached by an avenue of elms. During the civil war, Mapledurham House was fortified by its proprietor, Sir Charles Blount, in aid of the royal cause, when the town of Reading apprehended a siege. It was courageously defended when attacked by the Parliamentarians, but was at length compelled to submit. The Purley Park excavation, as a matter of course, excludes from observation all sight of that delightful domain; but from the embankment beyond it, the richly-wooded eminences of Oxfordshire, skirting the Thames, again present themselves. At the foot of these, on the margin of the river, stands Hardwick House. Northward of Hardwick House is Collins End, in which is a small public-house once honoured with the presence of King Charles, who, during his residence at Caversham, rode hither under the escort of a troop of horse. Bowls were then a fashionable amusement, and the village inn possessed a bowling green, occasionally the resort of the neighbouring gentry: here the king is said to have forgotten his sorrows for a time, and amused himself with the exercise of the place. About ½ mile before the Pangbourne Station, on left, stands Purley Hall, a mansion in the heavy formal style, erected by Mr. Hawes, a gentleman deeply implicated in the South Sea scheme. 1 mile distant from Pangbourne, on left, is De la Bere, formerly a seat of the Abbots of Reading; and 3 miles distant is Englefield House, the seat of Richard Benyon de Beauvoir, Esq.

On right of Pangbourne, across the Thames, is Walliscote, long the residence of the late Sir John Simeon, and at no great distance from it Coombe Lodge, an elegant modern mansion. The grounds of Coombe Lodge, comparatively of modern creation, are indebted for their present picturesque and beautiful appearance to a former possessor, who here effected all that art could accomplish. The meander of the Thames, on the margin of which they are seated, here assumes the tranquil semblance of a lake, on the glassy bosom of which is reflected a weighty mass

of foliage, from the Berkshire side of the river; beyond this is beheld a gay and countless succession of hills smiling in cultivation or abounding in wood and natural verdure.

FROM PANGBOURNE STATION TO THE GORING STATION.

From the Pangbourne Station, the Railway, carried forward in a north-west direction, pursuing a course parallel with the turnpike road to Wallingford, at no great distance from the Thames, and continued on a rise of 4 feet in a mile by alternate excavation and embankment, that occasionally affords good views of the river, in a distance of rather more than $1\frac{3}{4}$ mile, crosses the turnpike road, and passing Basildon Park upon the left, is thence borne over the valley by a level embankment, gradually approaching the river, passing the village of Basildon on the right to the viaduct over the Thames, $43\frac{1}{2}$ miles from London. Here the Railway, quitting Berkshire, enters the county of Oxford, and in $\frac{3}{4}$ mile further arrives at

THE GORING STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON $44\frac{1}{4}$ MILES, FROM BATH 62 miles, BRISTOL $73\frac{3}{4}$ miles. — Journey resumed below.

Goring is an insignificant village, seated on the margin of the Thames, that, with Streatly, upon the Berkshire bank of the river, of no great importance, are much subject to inundation in the winter, when the river, overflowing its banks, lays waste the country in the vicinity. From the Goring Station, the vicinity of which is nowise remarkable, if we except the disjointed remains of an Augustine nunnery, founded here in the reign of Henry II., the Railway, carried forward in a northern direction, with a gradual sweep, chiefly through deep cutting for $1\frac{1}{4}$ mile, reaches an embankment that carries it across the valley to South Stoke, from whence, bending gradually towards the Thames, it crosses, for the last time, that noble river, and, in less than $\frac{1}{2}$ a mile, arrives at the turnpike road from Reading, through Wallingford to Oxford, and

THE WALLINGFORD ROAD,

OR

MOULSFORD STATION.

A PRINCIPAL ONE, DISTANT FROM LONDON $47\frac{1}{4}$ MILES, FROM BATH 59 MILES, FROM BRISTOL $70\frac{3}{4}$ MILES, FROM WALLINGFORD $2\frac{3}{4}$ MILES. — Journey resumed page 18.

On left of the Basildon embankment is Basildon Park, the seat of *James Morrison*, Esq. The mansion, a magnificent building,

was erected from designs by Mr. Carr, of York, and is constructed on the principle of Wentworth House in that county. The walls of the grand saloon were painted in imitation of basso relievo by Monsieur de Bruin, and the ceiling, richly ornamented, is executed in a very beautiful manner. The apartments throughout are splendidly furnished. The park is enlivened by numerous herds of deer, and commands some rich prospects of the windings of the Thames, and of the surrounding country. The grounds are disposed with great taste, the gardens abound with aromatic shrubs, and the hot-houses teem with the choicest fruits of the warmer climates. On right of the Basildon embankment is beheld the Thames, backed by the finely wooded eminences of Oxfordshire, that, rising suddenly from the margin of that noble river, cast their dark shadows in the passing stream; 2 miles distant from the Wallingford Station, on right, upon the margin of the Thames (in Oxfordshire), but otherwise unfavourably situate, is Mongewell, long the seat of the Bishop of Durham. From the vicinity of Mongewell the Roman vallum, termed Grims Dike, runs in a south-east direction towards Nuffield.

WALLINGFORD.

Wallingford is an ancient town, pleasantly situated on the banks of the Thames, over which there is a stately stone bridge of 19 arches. Near the river side stands the remains of its ancient castle, which was formerly deemed impregnable, and in the reign of King Stephen sustained a considerable siege against that usurper. This place was also surrounded by walls, and is said to have possessed 12 churches, of which 3 only remain, St. Mary's, St. Leonard's, and St. Peters. The latter is a modern edifice, and has a very singular tower. Though the original consequence and magnificence of Wallingford have been greatly diminished by various circumstances, among which may be noticed the building of Culham and Dorchester bridges, still it is a place of importance, consisting of 2 principal streets, and has of late years much increased, both in population and extent. This town contains several dissenting meeting-houses, and has a convenient and well-built Town Hall, in which the assizes have been sometimes held, and the business of the quarter sessions for the borough is always executed. Wallingford sends one member to parliament, and has a market on Friday. Inn, the Lamb.

WALLINGFORD ROAD STATION TO STEVENTON STATION.

Quitting the Wallingford Road Station ½ mile distant, on left *of which lies the* little village of Moulsford, the Railway, con-

tinued on a rise of 4 feet in a mile, and carried forward in a line tolerably direct, at first through cutting of great depth, reaches an embankment that carries it to Cholsey, a large and straggling village chiefly remarkable for a monastery, founded in 986 by Ethelred, in atonement for the murder of his brother King Edward the Martyr. From Cholsey, carried forward on a rise of 3 feet 6 inches in a mile, with a gradual bend, chiefly by embankment, in a distance of about 1½ mile, the Railway reaches South Moreton, a small village, North Moreton being ½ mile on right, and Aston Tyrrel 1½ mile distant on left of the line. The appearance of the country, from the Wallingford to the Steventon Station, is decidedly dissimilar to that bordering the Railway between the former and Reading, and the observant tourist will at once perceive the change; the Railway now pursues its course through a country purely agricultural, that consisting, till within a few years, in many instances, of open common-fields, have by successive enclosure acts been converted to the more beneficial purposes of cultivation, and the land chiefly divided into large farms, being indifferently wooded, presents, in consequence, a somewhat monotonous appearance. From South Moreton (2½ miles distant, on right of which rises Wittenham Hill, where are the traces of a Roman encampment,) carried forward, in a line nearly direct at first, through an excavation of a mile in length, the line then enters on an embankment, an agreeable contrast to the cutting just quitted, by which, carried across Hagbourne Marsh, and the Wantage and Wallingford road, it reaches, in a distance of about 1 mile more, nearly to Dudcot, distant from London 53 miles.* From Dudcot, where it commences a rise of 7 feet in a mile, the Railway enters an excavation of ½ a mile in length: on its emerging thence, bending gradually to the westward, it is constructed by embankment to the 55 mile stone, when, entering an excavation, it is carried past Milton, ½ mile beyond which the train arrives at

THE STEVENTON STATION.

A PRINCIPAL ONE, DISTANT FROM LONDON 56 MILES, FROM BATH 50½ MILES, FROM BRISTOL 62 MILES, FROM ABINGDON 3 MILES, FROM OXFORD 10 MILES. — Journey resumed page 20.

1 mile distant, on left of Steventon, is Milton House and Milton Hill; 2 miles distant is Hendred House; 2 miles distant, on right of Steventon, at Sutton Courtney, is the Abbey Manor House.

* From this point it is proposed to carry a Branch Railway to Oxford, a distance of about 10 miles.

ABINGDON.

Abingdon is said to derive its name from an abbey formerly existing here, and traditionally reported to have been of great magnificence, so much so that, at the time of the Conquest, its wealth and grandeur are said to have been equal to any similar foundation in England. The town (which stands at the confluence of the Ock with the Thames, at its junction with the Wilts and Berks canal,) consists of several streets, which centre in a spacious area, where the market is held. The Market House and Town Hall is a very remarkable structure, being built with Ashler or free-stone, rough as it comes from the quarry. It appears to have been erected about the commencement of the last century. The hall is supported by arches and lofty pillars. Here the summer assizes are held, the Lent assizes being held at Reading. The corporation consists of a mayor, two bailiffs, nine aldermen, and sixteen assistants. It sends one member to parliament. It has two churches; one, the church of the abbey, dedicated to St. Nicholas, the other dedicated to St. Helen. To the last is annexed the chapelry of Drayton. St. Helen's is adorned with an elegant spire. Here are two hospitals, one for 6, the other for 13 poor men, and as many poor women, a free-grammar and charity schools. Much business is done here in the malting line, greatly facilitated by means of the Thames, which is navigable to London. Here also is a manufactory of sail-cloth, sacking, &c. The markets are held on Monday and Friday, and are reckoned among the most considerable in England for grain. Inns, Crown and Thistle and Queen's Arms.

From the Steventon Station, where commences the Vale of White Horse, carried forward in a line tolerably direct upon the ascent (on which it entered at Dudcot), the Railway reaches in a distance of 2 miles, chiefly through excavation, West Hendred Wood, from whence, continued by embankment on a level, in ¾ mile more, it arrives at the Wilts and Berks canal, borne over over which it reaches by a rise of 7 feet in a mile, at 59¾ miles from London, the turnpike road from Abingdon to Wantage (the former being 7¼ miles distant on right, the latter 2 miles distant on left of the line); ¼ mile beyond this it crosses the river Ock. On left of the river Ock is the village of Grove, and 1 mile distant on right East and West Hanney. From the river Ock, the Railway, carried forward in a course nearly direct, reaches by alternate excavation and embankment, in a distance of rather more than 1½ mile, the road to Denchworth, a village on right of the line, 1¼ mile beyond which it arrives at the Wantage and *Farringdon* road and

THE FARRINGDON ROAD STATION.

A PRINCIPAL ONE, DISTANT FROM LONDON 63 MILES, FROM BATH 43¼ MILES, FROM BRISTOL 55 MILES, FROM FARRINGDON 5¼ MILES, FROM WANTAGE 3¾ MILES.—Journey resumed page 23.

The country from the Steventon to the Farringdon road Station strongly resembles, particularly on right of the line, the approach to Steventon from the Wallingford Station, the Railway being bordered on that side by large tracts of arable land, not many years since converted to the purposes of cultivation, but still distinguished by the appellation of the villages in their vicinity, such as Steventon Field, Draycot Field, East and West Hanney Field, through which at a distance the Ock pursues its tortuous course to the Thames. In this direction the view is bounded by the high grounds about Kingston Bagpuze, westward of which the range of hills that, commencing in the vicinity of Oxford and extending thence to Farringdon, terminate the view, Farringdon High Trees, on Farringdon Hill, a well-known landmark to the surrounding country, forming the most prominent feature of the prospect. From the Steventon to the Farringdon Station, the view is bounded on the left by gently swelling eminences that descend in slopes to the valley through which the Railway is carried in its course. 2½ miles distant on left of West Hendred Wood, seated on an eminence, is Lockinge Park. 3 miles distant from Farringdon Station on left is East Challow, 3 miles distant on right Shellingford Castle and Hatford. 6 miles distant is Pusey House, 7 miles distant is Buckland House, and Wadley House, and at Farringdon, Farringdon House.

FARRINGDON.

This town is situate about 2 miles from the Thames, on the west side of Farringdon Hill. The church, which stands on the hill, is an ancient and spacious edifice, displaying specimens of different styles of architecture: it was built in the form of a cross, but with a double transept. In the organ gallery (formerly the rood-loft), are various niches and small recesses, some of which contain carved busts of heads of religious orders. Part of the spire was destroyed during the civil wars; the remainder is but very little higher than the body of the church, within which are several fine monuments; and, on the south side, that of the unknown founder. Robert, Earl of Gloucester, erected a castle here in the reign of King Stephen; but the monarch, after some resistance, reduced and levelled it with the ground. The site of it appears to have been granted by King John, in the year 1202,

with all its appurtenances, to build an abbey of the Cistercian order. In the reign of Edward VI., the possessions of the abbey, with the manor of Farringdon, &c., were granted to Thomas, Lord Seymour; but reverting to the crown after his execution, were, in the second year of Queen Mary, bestowed on Sir Frederick Englefield. In the immediate vicinity of the town is Farringdon Hill, an eminence rising gradually from the vale of White Horse, and surmounted by a small grove which forms a kind of landmark for the surrounding counties, being seen at a great distance in every direction. This charming place commands a rich and extensive view over parts of Oxfordshire, Gloucestershire, and Wiltshire, in addition to the whole of the beautiful and interesting vale beneath. "But the muse of Mr. Pye, who on this spot strung her lyre with melody, has snatched the fruitful subject from the attempts of prose, and by interweaving the beauties it owes to nature, with the embellishments it receives from art, and the interest it derives from history, has precluded description from all but those who have been permitted to partake of the Heliconian stream." Near Farringdon is a camp of a circular form, 200 yards in diameter, with a ditch 20 yards wide. About 30 years ago, in levelling the north rampart, human bones and coals were found, and similar relics are frequently discovered in digging for peat, in the swampy ground about 1 mile south of the hill. This camp is supposed to be of Danish origin, and the neighbouring flat the theatre of battle on which Alfred won his 12th victory. Farringdon House is the seat of W. Bennet, Esq. This is an elegant edifice, standing in a small park, on the north side of the town, the view of which is judiciously excluded by lofty elms and plantations. The grounds are agreeable from their inequality of surface, and sufficiently covered with wood. During the civil wars, the ancient mansion was garrisoned for Charles I., and was one of the last places that surrendered, its defenders having repulsed a large party of the parliament forces but a short time before the reduction of Oxford. This attack was attended with a singular circumstance;—Sir Robert Pye, the owner of the house, who married Anne, the eldest daughter of Hampden, and was colonel in the parliament army, being himself the person who headed the assailants. It was in this action that the spire of Farringdon Church was beaten down by the artillery. Inns: Bell, Crown.

WANTAGE,

A market-town of Berkshire, is situate at the foot of a ridge of hills that borders the vale of White Horse on its southern side, *and shelters the* town. It is very irregularly built, chiefly con-

sisting of two principal streets, the houses of which, with a very few exceptions, are mean in character. It is watered by the Ock, a small stream, that in its course from hence to Abingdon, where it falls into the Thames, turns several mills. The church, a spacious and handsome cruciform structure in the Gothic style, stands near the centre of the town. This place is governed by a chief constable, and the petty sessions are held every Saturday. The inhabitants are chiefly employed in agriculture, the manufacture of coarse cloth, and in the flour and malt trade, Wantage being the centre of a large agricultural district. A branch of the Wilts and Berks Canal comes up to the town, by means of which coal is received, and flour, corn, and malt are sent to different parts of the kingdom, chiefly to Bath, Bristol, and London. The market, held on Saturday, principally for corn, is considerable; and here are four annual fairs. Wantage is celebrated in history as the birth-place of Alfred the Great. In this neighbourhood, that affords a fine field for the antiquary, the footsteps of various nations may be discovered, but they are all imperfect: Roman works have been demolished to make room for Saxon, and these again have been superseded by the devices of modern times. Wantage, always a dull country town, has been rendered more so by the introduction of Railway travelling, that, having swept off its carrying trade, has inflicted considerable injury, leaving it, except on market-days, a perfect picture of inactivity. Inn, the Bear.

FROM FARRINGDON ROAD STATION TO SHRIVENHAM STATION.

From the Farringdon Road station, the Railway, continued in a direct line on the ascent of 7 feet in a mile, arrives, in a distance of 2⅛ miles, chiefly by embankment, at Baulking. A little before this it enters a short, but deep, cutting, emerging whence it reaches an embankment of rather more than 3 miles in length, on which it is taken very near the Wilts and Berks canal, with a gradual bend, to the Uffington road. From the Uffington road it is carried forward, with an easy sweep, upon an embankment, to the southward, for about ¾ mile, thence, in a course south-west, to the Wilts and Berks canal, which it crosses, and thence to the Compton Beauchamp road, 2 miles beyond which, passing Beckett Park on the right, the beautiful seat of Lord Barrington, it arrives at

THE SHRIVENHAM STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 70¾ MILES, FROM BATH 35½ MILES, FROM BRISTOL 47¼ MILES. — Journey resumed at page 25.

From the Farringdon Road station the Railway traverses the

vale of White Horse, through which, bordered on the left by a lofty range of hills that descend in graceful slopes and sweeps to their base, it is carried to Shrivenham. The summit of this ridge, that here ascends to a height of 833 feet above the level of the sea, and is crossed by a very ancient track, not inaptly termed the Ridgeway, extends from near Letcombe into Wiltshire, affords a fine field for the antiquary, abounding as it does in the remains of Roman and British camps, the records of British valour and conquest, and re-establishment of liberty, while its sides, assuming every variety of form, from the towering cliff to the finely swelling eminence and hollow comb, constitute a boundary bold and beautiful in the extreme. 2½ miles distant from Baulking, on left, is Kingston Lisle. Here is the celebrated Blowing Stone, deemed a great curiosity; it has several holes in it of various sizes, three of which are at the top; and by blowing into any one of these a very loud noise is produced, somewhat similar to the bellowing of a calf, or the first effort of a beginner on the French horn; and the effect produced is so powerful as to be heard at Farringdon-High Trees, a distance of nearly 6 miles in a right line. ¾ mile distant, on left of the Uffington road, is the village of Uffington; and 2½ miles distant the celebrated White Horse, formed by order of Alfred, as a token of the signal victory which he obtained over the Danes at Ashdown, in this neighbourhood, in the year 871. A short remove from the White Horse, occupying a bold promontory, and in a commanding position, is Uffington Castle, the supposed site of the Danish encampment. About 2 miles distant, on left of the Compton-Beauchamp road, is Compton House; and upon the hill, overlooking that village, is Hardwell Camp, where King Ethelred is conjectured to have slept the night before the engagement. 2½ miles southward of this is a roundish entrenchment called Ashbury Camp, or King Alfred's Castle. About 1 mile westward of Hardwell Camp, situate near the Ridgeway, are the remains of an ancient cromlech, called Wayland Smith's Forge, of whom, as noticed by Sir Walter Scott in his novel of Kenilworth, a singular tradition is still related by the peasantry of the neighbourhood, who maintain that this mysterious spot was formerly inhabited by an invisible blacksmith, who good naturedly shod any horse that was left there, provided a piece of money was deposited on a stone as a reward for his services; on the other hand, Mr. Wise, the antiquary, considers it a monument erected by the Danes to the memory of King Basseg, who, falling with other chiefs in the dreadful battle with Alfred, was buried here; but thinks the chiefs were interred in a spot termed the Seven Barrows, although more than twenty of those tumuli may *still be counted.* 2 miles distant, on right of Shrivenham station,

is Warneford Place, long the seat of the family of Warneford, and Watchfield House. 3 miles distant Coleshill House, the seat of the Earl of Radnor; and 5 miles distant, occupying an elevated position, and overlooking the Thames, Buscot Park, the beautiful seat of Pryse Pryse, Esq.

From Shrivenham Station, through an excavation of about ¾ mile, the Railway reaches Bourton, from whence, by an embankment and viaduct of 2 miles in length, it is carried over the valley of the Cole, the river, and Wilts and Berks canal, to a cutting through which, in less than 1½ mile, it arrives at Stratton Green, a considerable village, situate on the Roman road, that, commencing at Cirencester, passes through Cricklade, and continued to Wanborough, 2 miles south of Stratton, then separates into two branches, one continuing by Baydon to Speen, the other by Ogbourne, Tottenham, and Marton, through Chute Park, to Winchester. From Stratton Green, carried forward in a gently waving line, in less than ¼ mile, the Railway crosses the turnpike road from Highworth, 6½ miles on right to Swindon, 2 miles on left, from whence it reaches, by alternate excavation and embankment, the Cricklade and Swindon road; ¾ miles beyond this, it arrives, by embankment, at the North Wilts canal, the junction of this line with the Cheltenham and Great Western Union Railway, the summit of the Great Western, 268 feet above the London depôt *, and

THE SWINDON STATION.

A PRINCIPAL ONE, DISTANT FROM LONDON 77 MILES, FROM BATH 29¼ MILES, FROM BRISTOL 41 MILES, FROM CHELTENHAM BY RAILWAY 42¼ MILES, FROM CIRENCESTER 18 MILES, FROM SWINDON 1¼ MILE, FROM CRICKLADE 7 MILES, FROM HIGHWORTH 6 MILES. — Journey resumed page 27.

2 miles distant, on right of Stratton Green, at Stanton Fitzwarren, is Stanton; 3 miles distant, on Blunsdon Castle Hill, is a large circular entrenched work, which is generally supposed to have been a Roman encampment, an opinion rendered extremely probable from its proximity to the Roman road that passes immediately under the hill. At Swindon is Swindon House, A. Goddard, Esq., 2¼ miles distant from Swindon, on left, is Burdrop Park. 4 miles distant is Liddington Castle, an extensive circular entrenchment, occupying the summit of Beacon Hill, which overlooks the village whence the fortification derives its name. This work, from its lofty position and simple construction, was most likely of British

* The rails at that point being 60 feet and 21 parts of an inch above the *level of Trinity high* water mark at London Bridge.

origin, and is considered by Whitaker to have been the "Mons Badonicus" described by the ancient writers as having been a British outpost of great strength. 4 miles westward of this, and immediately opposite, is Barbury Camp, or Castle, another very large British entrenchment, that, in some respects, resembles that at Liddington, and is said to have been the scene of a sanguinary battle between the West Saxons and the Britons, A. D. 556. The conflict, which is said to have lasted from break of day till night, terminated in the total rout of the Britons, and capture of their fortress, events which secured the annexation of Wiltshire to the West Saxon dominions.

HIGHWORTH.

Highworth is a market town and parish of Wiltshire, situated near the confines of Berkshire, at the distance of 76 miles from London. It comprehends about 10,000 square acres of ground, and, in spiritual matters, is subject to the Dean of Sarum. The town of Highworth occupies very elevated ground, and consequently commands fine views of the adjacent country. The houses are, for the most part, built of stone, and tiled. The church is an ancient building, and consists of a nave, two side aisles, a chancel, and two small monumental oratories, or chapels, with a tower at the west end, which is surmounted by an open balustrade, and four figures for angular pinnacles. It has a corporation, consisting of a mayor, alderman, and council; but their powers are very limited. As it gives name to the hundred in which it stands, some have supposed that it anciently was more important than at present. In Domesday-book it is mentioned under the appellation of "Wrde;" and is stated to have constituted part of the royal domains. Here are held the petty sessions for the Highworth division of the hundred. The market is on Wednesday, and there are three annual fairs. Inn, The King and Queen.

CRICKLADE

Is a market town of Wiltshire, 84½ miles from London. Concerning the origin of this place much diversity of opinion has prevailed among antiquaries and historians; it is situated in a flat tract of country on the southern bank of the Isis or Thames, and consists principally of one long street, in the centre of which stands the town house, supported upon 10 pillars, which appears, from an inscription on the south east side, to have been erected in the year 1569, when the town was, probably, much more extensive than at present. The places of public worship here are the parish churches of St. Sampson and St. Mary, and a methodist chapel. St. Sampson's is a large ancient church, built in the form of a cross, *a handsome tower* in the centre, resting upon four pointed

arches, and open to a considerable height within; its summit is adorned by an open balustrade, and four angular pinnacles, with niches and pedestals. St. Mary's is an ancient building: the interior consists of a nave and two aisles with a chancel; in its cemetery stands a stone cross, as does also another in the middle of the street. Cricklade is a borough by prescription, and was formerly a populous and flourishing town, though it has shrunk now into a comparatively small one. It first sent members to parliament in the reign of Edward I., and continued to do so, with some intermissions, till the time of Henry VI., since which period the returns have been regular; but a change took place in 1784, confirmed by the reform bill, in the right of voting at elections, which was before confined to residents within the borough, but is now enjoyed by the freeholders of the hundreds of Cricklade, Highworth, Staple, Kingsbridge, and Malmesbury. Market on Saturday. Inns: Swan, White Horse.

SWINDON.

Swindon, a market town of Wiltshire, is agreeably situated on the summit of a considerable eminence, commanding a delightful prospect over parts of Berkshire and Gloucestershire. There is no particular trade carried on here; but, as a number of persons of independent fortune reside in the town, their constant intercourse gives a degree of life to this place, while, at the same time, their mansions contribute, in no small degree, to ornament it. The church stands at the south-east end of the town: this edifice is mean in its architecture, but is neatly fitted up in the interior, and contains several monumental erections. Here is a very respectable free-school. The market is held on Monday, weekly, for corn and other commodities; and on every alternate Monday for cattle, which last is called the Great Market. Here are, besides, five annual fairs; and the petty sessions for Swindon division of the hundred are held in the town. Some very extensive stone quarries are wrought in this neighbourhood, which, together with the pursuits of husbandry, afford sufficient employment for the mass of the inhabitants. Inns: Bell, Goddard Arms.

SWINDON STATION TO WOTTON BASSET STATION.

The line which, from its commencement at London, till its arrival at the summit, has been, with a few exceptions, an almost continued succession of ascents, now proceeds on the opposite principle, and, carried on a descent of 6 feet 6 inches in a mile, crossing the valley, and a tributary of the river Ray, reaches, in another mile, the Wotton Basset and Swindon road, from whence, continued on a

level embankment of 1⅛ mile in length, in a southern direction, it arrives, in about 1½ mile, at the Lydiard Tregoze road, 1 mile distant on right of which is Lydiard Park, the fine seat of Lord Bolingbroke, whose family have resided here since the time of Henry VI. From the Lydiard Tregoze road, where it approaches very near the Wilts and Berks canal, its course is nearly a direct line for about another mile to that navigation, which it passes, and from thence, continued with a gradual bend, it extends in about 1¼ mile more to the Wotton Basset and Marlborough road, and

THE WOTTON BASSET STATION,

A PRINCIPAL ONE, DISTANT FROM LONDON 82¼ MILES, FROM BATH 24 MILES, FROM BRISTOL 35¾ MILES, FROM MALMESBURY 11 MILES, AND FROM WOTTON BASSET ½ MILE. — Journey resumed p. 29.

WOTTON BASSET.

This is an ancient borough, that regularly sent 2 members to parliament since the reign of Henry VI., till the passing of the Reform Bill, when it was disfranchised. It is governed by a mayor, two aldermen, and twelve burgesses, has a market on Tuesday, a monthly market for fat cattle, and 3 annual fairs. The houses are of brick, but covered with thatch; they are principally disposed into one street; in the centre stands the town-hall, market-house, and shambles. A considerable trade in the manufacture of broad cloth was formerly carried on here: though that is discontinued, the town has nevertheless increased in size and importance. The church is an old building, possessing nothing, either in external appearance or internal decoration, to render it worthy of particular notice. In the parish are two free schools for 12 boys, and an equal number of girls; and in the town-hall a curious machine, called a ducking-stool, formerly used for the punishment of female scolds, was for a long time preserved. Inn, Royal Oak.

MALMESBURY.

Malmesbury, a market town of Wiltshire, 96½ miles from London, is pleasantly situated on a peninsulated eminence formed by two streams; some remains of the wall by which it was formerly surrounded still exist at the entrance of the town from Cirencester, which furnish a sufficient specimen of its original strength; it was also defended by a castle, but no relic of the building now remains; yet, from the many hard struggles and bloody contentions, on several occasions, in its defence and capture, it must have been a fortress of considerable importance. Malmesbury consists of three parochial divisions, which include the borough and parish, comprised in four respectable streets. A small market for provisions,

&c. is held on Saturday, and a large and well attended cattle-market on the last Tuesday in every month; but the principal support of the inhabitants is derived from the woollen trade, which is here carried on to a considerable extent. The town appears, by the records, to have been much larger than it is at present, and to have had several churches, only one of which now remains: it has, undoubtedly, been the theatre of several important events connected with history, and the ruins of its once splendid abbey convey an idea of its former extent and grandeur: the abbey-house and market-cross are also objects well worthy the attention of those who have a taste for architectural antiquities. This is a very ancient borough, originally incorporated by Edward the Elder, as early as 916; it now returns one member to parliament, and is governed by a mayor and body corporate. Inn, White Lion.

WOTTON BASSET TO CHIPPENHAM.

From the Wotton Basset Station, continued with a gradual sweep, it is carried by embankment to the Wotton Basset and Calne Road, under which it passes, and is thence taken through a short cutting to an embankment of 1¼ miles in length, by which it reaches the margin of the Wilts and Berks canal, round which it bends; and, continued in a line tolerably direct, the embankment passed, enters an excavation that carries it to the 85 mile stone, and summit of the incline, ¼ mile beyond which it is crossed by Trow Lane.

The incline, constructed chiefly on an embankment, with a descent of rather more than 50 feet in a mile, affords a good view of the valley beneath, and of the Wilts and Berks Canal, that for some time continues the companion of the Railway. From the foot of the incline, continued through excavation, it is carried to the Calne and Malmesbury road here thrown over the line. 1¼ mile distant, on right, is Dantsey, or Dauntsey, House. 1 mile distant from the Calne and Malmesbury road, on left, occupying an elevated position overlooking the Railway, and an extensive tract of country, stands Bradenstoke Priory. This monastic institution was founded about the year 1142, by Walter Eureuse, or de Seresbuie (Salisbury), who dedicated it to the Virgin Mary, and filled it with monks of the Augustine order. After the death of his lady he abandoned the world, and, assuming the habit of a monk, lived there till his death, when he was buried in the priory church. In later times this monastery was united to the Duchy of Lancaster, and, as a part thereof, vested in the crown on the accession of Henry VII. to the throne. It subsequently passed into the hands of the Methuen family, by one of whom it was converted into a private residence, with offices, for a farm. The house, *though somewhat* modernized by alterations, still preserves the

fashion of antiquity in its general features; the style of its architecture is Anglo-Norman, corresponding to the age in which it was erected. The cellars are supported by arches and columns. From the Malmesbury and Calne road the Railway is carried forward, through excavations, with a gradual bend, to the Wilts and Berks canal, a little beyond which it enters on an embankment, upon which, constructed in a direct line, passing, in its way, Thorn End and Christian Malford, a considerable village on right of the line; it is borne across the valley of the Avon to the viaduct over that river, in less than ½ mile beyond which it commences an ascent of 8 feet in a mile; that, continued in a gently waving line, carries it to the Langley Burrell road, 1¾ mile beyond which it extends, by alternate excavation and embankment, with a curvilinear sweep to

THE CHIPPENHAM STATION.

A PRINCIPAL ONE, DISTANT FROM LONDON 93½ MILES, FROM BATH 12¾ MILES, FROM BRISTOL 24½ MILES.—Journey resumed p. 31.

On left of Chippenham station are Monkton House and Ivy House, and 3 miles distant Bow Wood, the magnificent seat of the Marquis of Lansdowne. On right is Harden, Huish Park. 3½ miles distant, Draycot Park; and 6 miles distant, Grittleton House, Joseph Neeld, Esq.

CHIPPENHAM.

Chippenham, a large and ancient borough, is situated in a fine valley, upon the south bank of the river Avon, which makes a bold sweep round the town, and is here crossed by a handsome free-stone bridge. It consists, principally, of one street, above ½ mile in length, nearly in the centre of which stands the town-hall. The church is a large and ancient structure, and consists of a nave, south aisle, chancel, and chapel, with a tower and spire at the west-end. The inhabitants are chiefly engaged in the woollen trade, broad-cloths and kerseymeres being here manufactured to a considerable extent. Chippenham is governed by a bailiff and twelve burgesses, sends two members to parliament, and has a weekly market on Saturday. Inn, The Angel.

CALNE.

Calne, seated on the river Marden, is a borough and market-town of Wiltshire, 87 miles from London. It is an ancient borough by prescription, and returned 2 members to Parliament from the 23d of Edward I. till the passing of the Reform Bill, when the number was reduced to 1. It is neat and well built, and has a good town-hall. The church is an ancient building,

with a handsome square tower, and a beautiful carved roof. There are three meeting houses for dissenters, and a free-school, recently rebuilt. The chief manufactures are broadcloths, kerseymeres, and serges; and there are several fulling and corn mills on the river. Its trade has been somewhat increased by a branch of the Wilts and Berks canal, that gives it the benefit of an extensive water communication. The neighbourhood has many curious fossils. Population about 5000. Inns, the Lansdowne Arms and White Hart. Market on Tuesday. Fairs, March 6th and July 22d. 3 miles south-east of Calne, the figure of a white horse, cut by direction of Dr. Alsop of Calne, about the year 1780, appears on the side of a chalk hill: it is 157 feet in length, and, from its elevated position, is visible for many miles.

A little beyond the Chippenham Station, the Railway enters on an embankment, that, constructed with a curvilinear sweep, with the exception of two short cuttings, carries it almost to Thingley. The embankment affords a good view of the valley it traverses, and of Notton and Lackham, two seats that lie on left of it. The Bath road through Chippenham is crossed by this embankment, about a mile beyond the latter town. A little before Thingley, ½ a mile beyond which it crosses the road from Corsham to Devizes, the former lying 1¼ mile on right, the latter 11¼ miles distant on left of the line, the Railway enters an excavation that, in rather more than 1 mile, carries it to

THE CORSHAM STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 97½ MILES, FROM BATH 8¾ MILES, FROM BRISTOL 20½ MILES. — Journey resumed below.

Corsham is a considerable village on the Bath road. It was formerly a market town, but the market has long been discontinued. An unsuccessful attempt was made to revive it in 1784 by Mr. Methuen, who, with a view to its re-establishment, erected a market-house and town-hall, near the centre of the village. The situation of Corsham is airy and salubrious, and the houses, all built of stone, are principally ranged in one long street. The church is a handsome edifice, with a tower and spire, and, beheld from the Bath road, forms a striking object, as does the magnificent mansion of Lord Methuen, whose seat, Corsham House, enriched with a large and valuable collection of paintings (shown on application*), is the great attraction here.

CORSHAM TO BOX.

The excavation through which the Railway is carried past

* On Mondays only, when the family is at home.

Corsham, being of considerable depth, of course excludes it from the view. On right of Corsham is Pickwick, to which Dickens's novel of that name has given no small celebrity; and 1½ mile dlstant is Hartham Park, an elegant seat, long the residence of Lady James, the friend and correspondent of Sterne. From Corsham, continued upon the rise it commenced after crossing the Avon, 90 miles from London, viz. 8 feet in a mile, in rather less than 1¼ mile beyond Corsham, it gains a short level, at the end of which it enters the Box tunnel, distant from London 98½ miles.

BOX TUNNEL.

This is a stupendous work, by far the greatest of its kind in this or any other country; the following are its dimensions. The entire length is 1 mile and ¼, 3,168 yards, or 88 yards more than 1¾ of a mile. In width it is 30 feet; and its height, from the line of the rails to the crown of the arch, (which varies according to the nature of the ground excavated,) from 25 to nearly 40 feet. The quantity of material here excavated cannot amount to less than 450,000 cubic yards, and, considering that its course lies principally through lias limestone, Bath stone, and a hard dry quartz, it may unquestionably be pronounced the noblest and boldest specimen of tunnelling that engineering excellence has hitherto achieved. The passage through this elaborately formed gallery is an inclined plane, constructed with a fall of rather more than 50 feet in a mile, and is succeeded by an embankment that affords a good view, and conducts to

THE BOX STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 100½ MILES, FROM BATH 5¾ MILES, FROM BRISTOL 17½ MILES.

Quitting the Box Station, the Railway, continued on the incline, enters an excavation that carries it to Middle Hill Tunnel, 193 yards in length, on right of which is Middle Hill Spa, an unfrequented mineral spring. Quitting the confines of Middle Hill Tunnel, a beautiful view greets the eye, embracing the valley of the Avon and city of Bath, seated in an amphitheatre of hills. To Middle Hill Tunnel, a short embankment and excavation succeeds, the two filling up the space of a mile, when the Railway enters on an embankment, of nearly 2 miles in length, that carries it across the valley, the Box brook and river Avon, passing Bathford upon the right, very nearly to Bathampton. At the commencement of the last embankment on right lies Shockerwick, long the seat of the Wiltshire family, whose ancestor, Walter Wiltshire, from being the driver, became proprietor of the Bath and Bristol waggons, a portion of the carry-

ing trade that owes its ruin to railway travelling. From Bathampton, where it reaches the 104 mile stone, the Railway, carried on a gradual descent, in a direct line, a little to the north of the Kennet and Avon canal, which it reaches by alternate cutting and embankment, then crosses that navigation, and, bending southward, reaches the

BATH STATION.

A PRINCIPAL ONE, DISTANT FROM LONDON 106¼ MILES, BRISTOL 11¾ MILES.—Journey resumed, page 37.

1½ mile distant, on left of Bath, lies Prior Park, formerly the seat of Ralph Allen, Esq. (the Allworthy of Fielding's "Tom Jones"), who was proprietor of the Bath stone quarries. The mansion, an elegant structure*, built of that material from designs by Mr. Wood, a gentleman to whose taste and judgment Bath is indebted for many of its embellishments, stands strikingly conspicuous on the declivity of an eminence that rises on the south of Bath, and slopes, in beautiful inequalities, to the Avon, affording charming prospects over the vale of Bath, that city forming the principal object in the centre, backed by the swelling summit of Lansdowne, of itself a magnificent feature. Lansdowne Hill is rendered famous in history by the battle fought there in the year 1643, between the royal army under the Marquis of Hertford and Prince Maurice, and the parliamentary forces, commanded by Sir William Waller. The action was warmly contested for several hours, the victory being finally gained by the king's troops. The number of gentlemen killed in that engagement far exceeded the private soldiers; among them was Sir Beville Grenville, a Cornish gentleman of great interest and reputation, to whose conduct the success of the royal party in Cornwall was chiefly owing. A superb monument of free-stone was erected to his memory on the north declivity of the hill, near the spot on which he fell. About 3 miles distant from Bath, on left, delightfully situated on the west bank of the Avon, at the foot of Claverton Down, stands the village of Claverton, celebrated as having been the rectory of the Rev. Richard Graves, M. A., author of the Spiritual Quixote, who purchased the advowson from the trustees of Ralph Allen, Esq. of Prior Park.

BATH.

Bath, justly esteemed the most elegant city in the kingdom, is situated in a delightful vale, and on the acclivity of a hill, facing the south and south-east, in the north-east extremity of the

* Now the residence of the Roman Catholic Vicar Apostolic of the western district.

county of Somerset, near the borders of Gloucester and Wilts; 12 miles from Bristol, 87½ from Exeter, 19 from Wells, 38 from Salisbury, 42 from Gloucester, 60 from Oxford, and 106¼ by Railway from London. It is surrounded by an amphitheatre of hills, of considerable elevation, intersected only by the river Avon, which is here of considerable magnitude, and encircles or passes through a great portion of the city and its suburbs, being navigable hence to Bristol; the Kennet and Avon canal, which here falls into the Avon, completes the inland communication by water from London, through the counties of Middlesex, Bucks, Berks, Hants, Wilts, Somerset, and Gloucester, to this city and Bristol.

The antiquity of Bath is beyond the reach of research; but all its ancient names, as handed down to us, were derived from its waters, that, though known to the Britons, were not greatly in repute till the arrival of the Romans in this country under Julius Cæsar, 44 years before Christ.

To this enlightened people the praise is due of fully appreciating their value and properties, of which the relics of magnificent baths and other public buildings erected by them in this place bear ample testimony. Amongst these, preserved and classed in a building erected for the purpose, are the remains and fragments of columns, cornices, and capitals of a magnificent temple dedicated to Minerva by Julius Agricola, on the present site of the great pump-room. In 444, when the Romans left this country, the city extended 12,000 feet in length and 1150 in breadth, and was surrounded by a wall 9 feet thick and 20 feet high, some remains of which are still visible. The several gates have been taken down at various times to open and improve the avenues to the city.

This beautiful place, which has long been considered as the fountain of health, and seat of elegance and fashion, is singularly favoured both by nature and art, and is worthy of the distinguished pre-eminence it has acquired as the finest city in Europe. Most of the new buildings, and by far the largest and finest part of the city, are without the ancient walls, particularly Queen Square, The Royal Crescent, St. James's Square, Lansdowne Crescent, Somerset Place, Camden Place, Portland Place, Catherine Place, Mount Zion, a large extent of buildings on the summit of Beacon Hill, and Cavendish Crescent and Place, Lansdowne Grove, Lansdowne Place, and Belle Vue, commanding all the advantages of prospect, air, and scenery. Besides these there are Belvidere, Belmont, and Paragon Buildings, Marlborough Buildings, Burlington Place, and many other intervening streets and buildings, alike healthy and delightful. Nothing, indeed, can be more picturesque than the appearance of this part of the city, where houses rise above houses in progressive order, while the most elevated look down

with proud superiority on the no less elegant and extensive structures below

On the eastern side of the city, across the Avon, stands Pulteney Bridge, an elegant structure of one arch, and leading immediately from High Street, in the centre of the city, to Bathwick, where Laura Place, built in the form of a lozenge, is peculiarly beautiful; and passing through the centre of this place diagonally, in a direct line from the bridge, is Great Pulteney Street, of considerable length, beautifully spacious, elegantly and uniformly built in a superior style of architecture. At the distant extremity of this street, in front, is Sydney Gardens, or Vauxhall, which range and expand up the side of Claverton Hill, and are tastefully laid out: through these runs the Kennet and Avon Canal. Around Sydney Gardens extends Sydney Place, in one of the wings of which her late Majesty, Queen Charlotte, resided during her illness in 1817; and near it stands the elegant church of Bathwick. In the south-east part of the town is Orange Grove, a spacious area planted with elms, and having an obelisk in its centre; adjoining to this are the walks, where the Old Assembly Rooms are situated, and near to which are the North and South Parades, elevated on arches, and uniformly built, whence are extensive and enchanting views of Prior Park, Beechen Cliff, with its hanging woods, and Claverton Hill, richly diversified with villas and enclosures, and crowned with an ornamental castellated structure, which is surrounded with a plantation of firs to a considerable extent. In the gardens below the South Parade, on the banks of the Avon, is Kingston Square, which, with its new streets, and a spacious esplanade next the water, occupy the space of ground formerly vacant between the city and river on that side. On the lower side of the town are many ranges of buildings, which, in other places, would be deemed fine: amongst these are St. James's Parade and Westgate Buildings; and adjacent to Kingsmead Square are New King Street, Green Park Place, east and west, forming two sides of a triangle, the base or hypotenuse of which opens to the river, and Brunswick Terrace and Kingsmead Terrace, pleasantly overlooking the meadows, and commanding views of the surrounding country. On the north eastern extremity of the city, at the entrance from the London road, are ranges of magnificent buildings with paved terraces, called Kensington, Piccadilly, Grovesnor Place, and Walcot Terrace. The fashionable amusements of Bath are under the superintendence of two masters of the ceremonies, who are elected to that office by the subscribers to the assemblies, balls, &c. one of whom presides at the Upper Rooms, and the other at the Lower Rooms. The lodging houses are numerous and commodious, and adapted to all ranks, from families of the first distinction, down to

the more humble classes, who may be induced to seek benefit from these salutary waters. Here are also hackney coaches, chariots, and sedan chairs. Besides the Assembly Rooms and Pump Room, which are the usual promenades for persons of fashion, in wet or unfavourable weather, and the riding schools, which are the resort of equestrians on similar occasions, the neighbourhood of Bath abounds with beautiful walks and rides, and particularly Claverton Downs and Lansdowne for the latter, affording the most salubrious air, and the most extensive prospects. The Old Bridge over the Avon is a handsome structure. The Guildhall, situate on the east side of High Street, is worthy of such a city and such a public spirited body. Behind this elegant structure is the Market-place, which is exceedingly commodious, spacious, well paved, and under cover. The markets are held daily for all kinds of provision, and, in point of supply and regulation, are equalled by few and excelled by none in England. The city prison is a handsome edifice, built of free-stone, near the river, in Bathwick. The several public baths next claim attention: these are the King's, the Queen's, the Cross, the Hot, and the Corporation Baths, which are the property of, and under the superintendence of, the corporation, besides which there are the Kingston and Abbey Baths. The taste of the waters is pleasant, impregnated with a vitriolic principle, which yields, upon evaporation, a small portion of neutral salt, with a calcareous earth and iron. They prove highly serviceable in bilious complaints, as well as in nervous, paralytic, rheumatic, and gouty disorders. The seasons for bathing are the spring and fall. The other public buildings in Bath for the accommodation of its visiters are numerous. The upper and lower assembly rooms are spacious, commodious, and elegant; the former, in the vicinity of the Circus, with its tea and coffee rooms, ball and billiard rooms, together with its library and other appropriate apartments, form the most superb suite of rooms dedicated to pleasure in the kingdom; the latter are also very elegantly fitted up, and both are appropriated chiefly to public meetings, promenades, balls, concerts, cards, and other amusements during the winter and spring seasons. The theatre, on the south side of Beaufort Square, opened in 1805, in point of size, elegance of structure, and magnificence of decoration, is superior to any provincial theatre, and the company have long been esteemed the best out of the metropolis. The two riding-schools, the many public libraries, the Bath and West of England Agricultural Society, the Literary and Scientific Institution, the Philosophical, Harmonic, and other societies, are among the many useful and elegant establishments which this city affords. The *charitable institutions* are, the General Hospital, or Bath Infirmary, *which dispenses* its benefits to persons from all parts of the

country. Bellot's Hospital and the Black Alms; the Stranger's Friend Society; the Eye Infirmary; and the Puerperal or Child-Bed Society, are benevolent establishments, whose names explain their objects. Besides the Free Grammar School, of high reputation, where the sons of citizens are educated for the university, and the Blue School for poor boys and girls, Bath may justly boast her numerous Sunday and other schools for the education of poor children, and various institutions for the promotion of industry and the improvement of morals. The four parishes of Bath, properly so called, are the Abbey, or St. Peter and St. Paul's, St. Michael's, St. James's, and Walcot, to which the vicarage of Widcombe and Lyncombe is annexed. The cathedral, or abbey church, is a magnificent building, being the last and purest specimen of ecclesiastical Gothic architecture in the kingdom; it is in the form of a cross, from the centre of which rises a fine tower 162 feet high, in which is a beautiful set of twelve bells. Each of the other churches above mentioned possesses peculiar and appropriate architectural beauties; and to these have been added Christ Church in Walcot parish, and St. Mary at Bathwick. Besides several chapels of ease for the established religion, there is a Roman catholic chapel, and places of worship for the various sects of dissenters. The government of the city is vested in a mayor, recorder, ten aldermen, twenty-four common councilmen; from the body of aldermen the mayor is elected, and from the council are chosen the chamberlain, two bailiffs, and two constables annually. It sends two members to parliament. This city, united with Wells, forms a bishopric, called the diocese of Bath and Wells, which comprehends the whole county of Somerset, except a few churches in the city of Bristol. The Bishop's Palace is at Wells. Bath races are usually held in September on Lansdown, one of the highest hills near the city, about 3 miles in extent, and commanding the richest and most extensive prospects. On this down is also held an annual fair, on the 10th of August, for cheese, cattle, horses, and all kinds of merchandize; and a fair is also held in Holloway, on the other side of the city, May 14.: two other fairs are held in the city, but they are inconsiderable. Inns: Castle, Greyhound, White Lion, White Hart, York Hotel.

BATH TO BRISTOL.

From the Bath station, carried in a line nearly direct, at no great distance from that once great, but now neglected, thoroughfare, the Bath and Bristol road, the Railway, carried at first on a viaduct, is continued, by embankment and excavation, to Twiverton Valley, where it crosses, by an embankment and a suspension bridge, the Bath road, the village, and an arm of the Avon, to the

TWIVERTON, OR TWERTON, STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 107¾ MILES, FROM BRISTOL 10¼ MILES.

Quitting the Twiverton station and embankment, a short cutting conducts to the Twiverton tunnel, 227 yards in length, emerging from which, an embankment and excavation, that, combined, occupy rather less than ½ a mile, carry it to the Bath and Bristol road, here thrown over the line.

In the last-named excavation, which is 30 feet deep, were found, in January, 1838, the remains of a Roman villa of considerable magnitude. At the Bath and Bristol road (on left of which is the village of Newton St. Loe and Newton Park, the seat of Colonel Gore Langton) commences the Corston embankment, nearly 1¾ mile in length, constructed on which, in conjunction with a viaduct, the Railway crosses the Corston brook and valley, affording a good view of the village on left, and of the Avon, that for some time continues its companion, on the right. The scenery here is as pleasing, and as beautiful, as can well be imagined; on left the vale is edged by the villages of Newton and Corston, with a high range of cultivated hills rising behind them; while from the margin of the Avon, on right, belted by its beautiful wood, rise the grounds of Kelston House, the mansion embosomed in trees occupying the summit. This was originally the seat of the Harrington family, of whom Sir John Harrington, the translator of Orlando Furioso, and a godson of Queen Elizabeth, and celebrated scholar of that day, was the original proprietor. The present manor-house, an elegant structure, was built by the late Sir Cæsar Hawkins, some sixty years since, and is now the seat of Joseph Neeld, Esq. The Corston embankment carries the Railway to the road to Saltford Mills, and

THE SALTFORD STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 111 MILES, FROM BRISTOL 7 MILES. — Journey resumed below.

The Saltford station, an establishment of minor importance, was formed principally with a view to facilitate the transport of articles manufactured at the brass mills established there, on the banks of the Avon.

Quitting the Saltford station, the Railway enters the Saltford excavation of, in some instances, 60 feet deep and about 1¼ mile in length, that, in rather more than ¼ of a mile, conducts to the Saltford tunnel, 154 feet long, faced with a Gothic archway. The train here reaches the 111 mile-stone, and, clearing the tunnel, continues its course through the remainder of the cutting, at the

termination of which it comes out at the natural level of the land, where it is crossed by a handsome bridge. From this bridge, the Railway, carried with a sweep, crosses the valley of the Avon by an embankment of about ¾ of a mile in length, that again brings it to the level of the land, from whence a viaduct carries it over the little river Chew to an excavation, through which, crossed by the turnpike road to Bitton, it arrives at

THE KEYNSHAM STATION.

AN INTERMEDIATE ONE, DISTANT FROM LONDON 113 MILES, FROM BATH 6¾ MILES, FROM BRISTOL 5 MILES. — Journey resumed below.

KEYNSHAM.

Keynsham, a small market town, is situated on the north side of the river Avon, where it receives the Chew, and nearly intermediate between the towns of Bath and Bristol. It consists chiefly of one street, about a mile long. The rock on which it is built abounds with animal remains, chiefly the cornua ammonis, the fossils of which have the appearance of serpents coiled up. Near the centre of the town is the church, a large and handsome building, dedicated to St. John the Baptist. It belonged to an abbey of Black Canons, which was formerly here. Over the Avon to Gloucester there is a stone bridge of 15 arches, and another across the Chew. The inhabitants are principally employed in malting. Woad for dying is raised in great quantities in the neighbourhood.

Situate on the road from Bath to Bristol, an immense thoroughfare, that, independent of the coaches perpetually passing between these cities, was travelled by the stages to and from London to Bristol, Exeter, Plymouth, and Falmouth, Keynsham consequently presented, prior to the introduction of railway travelling, a very lively aspect; its appearance, however, is now changed to that of a dull country town, and its loss of trade, from the abstraction of business it has occasioned, has been very detrimental to the place.

Quitting the Keynsham Station, and passing under a bridge that carries the road from Keynsham to Bitton and Gloucester, the Railway, constructed on an embankment of about ¾ of a mile in length, crosses the valley of Keynsham Hams, and the road to Lodge Farm. This embankment, which is 30 feet high, commands a beautiful view of the winding Avon and its finely wooded shores. A little beyond the Lodge Farm road, where it terminates, the line enters an excavation of great depth, in some instances 70 feet, that conducts to the Keynsham Tunnels, the first being

39, the second 51 yards long. Emerging from the latter, the line soon enters on an embankment, a scene of seclusion of about half a mile in length, that carries it, with the intervention of a cutting, to the mouth of the first Brislington Tunnel, 132 yards long, from which, separated by a short excavation, it arrives at the second Brislington Tunnel, 149 yards long, to which almost immediately succeeds the third Brislington Tunnel, 330 yards long, that terminates in a short perpendicular cutting of considerable depth. These tunnels, formed through the solid rock, present, from the variety of stratification they exhibit, independent of the striking proofs of engineering ability evinced in their construction, one of the most interesting portions of the line. The last named cutting conducts to an elegant bridge of three arches, erected in the pointed style, here thrown over the Avon, by which the Railway reaches the St. Philip's embankment, that, succeeded by a viaduct across the feeder and canal, then enters on another formed across the harbour, continued on which, it arrives at

THE BRISTOL STATION

118 MILES FROM LONDON, FROM BATH, 11¾ MILES.

BRISTOL.

Bristol was known at a very early period, being mentioned by Gildas, about the year 430, among the fortified cities of Britain, and also by Nemmius about 620. In the latter part of the 11th century, a market is said to have been held here for slaves, and in the beginning of the succeeding one it was encompassed with a strong wall by Robert, the illegitimate son of Henry I., who also rebuilt and improved the castle, then a spacious structure. This was long an object of contention, and, at last, ordered by Oliver Cromwell to be demolished. In the reign of Henry II., Bristol was a rich and flourishing place. It is a city and county of England, locally situate between the counties of Gloucester and Somerset, is seated on the river Avon, which here receives the Frome, and is navigable for ships of great burden down to the Severn, at King's Road, where commences the Bristol channel. The Avon is crossed by a stone bridge of three arches, erected in 1768, and one of cast-iron, that conducts to Bedminster, which is thus connected with the city. St. Giles's bridge, of two arches, crosses the Frome, which is also spanned by many others of minor importance, as is the harbour by several of cast-iron. The river here is deep and very rapid, and flows to the height of 40 feet, so as to bring a vessel of 1000 tons up to the bridge. The total surface occupied by the city is computed at 16,000 acres, over which its buildings are irregularly dispersed in about 600 streets and

lanes. Many of the houses in the older part of the city are built of wood and plaster, and are crowded together in narrow streets, which are high and irregular; but those of more recent erection are disposed in spacious streets and squares, the whole being well paved and lighted with gas. The city is supplied with excellent water, both from pumps and conduits. The common sewers that run through the city render it remarkably clean. Carts are not admitted into the streets for fear of damaging the arches of the vaults and gutters that are made under ground for conveying the soil into the rivers; on this account, everything is conveyed by sledges, to the no small danger of the foot passengers. Bristol, recently united with Gloucester, was constituted a bishop's see by Henry VIII., and part of a monastery, founded by Stephen, in 1140, has been converted into a cathedral. This venerable structure is 175 feet long, the tower being 130 feet high, square, and ornamented with four pinnacles. The church, though not large, has many Gothic beauties within, and a good organ; it is adorned with painted windows, and several handsome monuments, particularly that of Mrs. Draper, the celebrated Eliza of Sterne. Behind the church is a cloister, in which are the entrances to the library and bishop's palace. To the west of the church is a most beautiful Gothic gateway, ornamented with statues. The church of St. Mark, opposite the cathedral, was formerly collegiate; it is now the mayor's chapel. All the churches, 19 in number, are neat, some are beautifully decorated, and most of them have handsome monuments; that of St. Mary's Redcliffe is one of the finest in the kingdom, containing two beautiful monumental statues of its founder, William Canninge, who had been five times mayor of the city; in the one he appears habited as a magistrate, and in the other as a priest, he having in his latter days taken holy orders; there is also another of Sir William Penn, father of the famous quaker. Here are places of worship for almost every class of dissenters, two Roman catholic churches, and a Jews' synagogue. This city has long been celebrated for its well-conducted and extensive charities, many of which are at once an ornament and honour to the city. Among the principal are the Bristol General Hospital, the Bristol Infirmary, the Bristol Dispensary, an Institution for Diseases of the Eye, the Blind Asylum, and various others. The Exchange, in Corn Street, is a fine edifice of Grecian architecture, 110 feet in front and 148 deep; and the part designed for the reception of the merchants is capable of containing 1440 persons. The Commercial Rooms, in Corn Street, upon the plan of Lloyd's Coffeehouse in London, were erected in 1809. An elegant and convenient Theatre was built, in King Street, in 1766; and in Princes Street is an Assembly Room with

a fine front. Its other remarkable public buildings are the Merchants' Hall, Council House, and Guildhall. Its Custom House is large and convenient, as is the Gaol, which is capable of containing 200 prisoners, has a house for the governor, a chapel, and treadmill.

There are thirteen city companies, several of whom have elegant halls, particularly the Merchants' hall in Princes Street, and the Coopers' hall in King Street, which has a superb front. Of metals, its manufactories are of great importance; its brass works are the largest in England; and here cotton works have recently been established, which, with the manufacture of copper, lead, iron, patent shot, pins, pottery, glass, soap, tobacco, snuff, hats, and floorcloth, furnish the chief employment of the labouring classes. Here are also distilleries and sugar refineries. Bristol has long enjoyed a very extensive foreign trade; and though many other ports, and particularly its great rival Liverpool, have made far more rapid advances, the increase of its commerce has been considerable and progressive, its merchants being engaged in the East and West India trade, the South American trade, the trade to Spain and Portugal, and the United States of America; the communication between the latter and the mother country being maintained by steam-ships, that, fitted up with great elegance, and propelled by engines of extraordinary power, regularly traverse the great Atlantic every fortnight, during which period the voyage is generally performed. Its commercial connections with Ireland are also very extensive. The internal commerce of this city is said to have decreased since the prevalence of canal navigation in England, goods being distributed from one place to another without the intervention of the port. Bristol returns two members to parliament. It is governed by a mayor, 12 aldermen, 2 sheriffs, and 28 common councilmen, with inferior officers, and has a police upon the metropolitan plan. It is divided into 12 wards, an alderman presiding over each. The city was erected into an independent county, in 1372, by Edward III., and has since been endowed with various privileges and immunities. All persons are free to trade here, and the freedom of the city can be purchased at a very moderate sum. The market days are Wednesday and Saturday. The city gives the title of earl to the family of Harvey. Here the unfortunate Thomas Chatterton was born, his father being sexton of St. Mary's, Redcliffe. About a mile west of Bristol, close to the river, stands the village of the Hot Wells, "where pale eyed suppliants drink, and soon flies pain." It is celebrated for a tepid spring, which has been found a powerful specific in various maladies. It rises near the bottom of the cliff, above 26 feet below high water mark, and 10 feet above low water mark, forcibly gushing from an aperture in the solid rock,

and is so copious as to discharge 60 gallons a minute. This spring was once much frequented by invalids, but at present the Hot Wells, as well as the village of Clifton, most beautifully situated on the hill above, are the resort of the fashionable rather than the valetudinarian. Both have assembly rooms and hotels upon a large scale. The views from Clifton Down are beautiful in the extreme; but, were there no other attraction, the Clifton Suspension Bridge, a magnificent work, erected by Mr. Brunel, would alone be deemed worthy of a visit. It is 700 feet between the points of supension, carries 630 feet of suspended roadway, and is 34 feet wide. It connects the cliffs called the St. Vincent's Rocks, that evidently appear, from their configurations, to have once joined, having, probably, been separated by some great convulsion of nature. Through this chasm flows the river Avon, 230 feet above which seemingly floats the elegant structure. Bristol is a great commercial city. It has a noble harbour, upwards of 3 miles in length, that, connected with the river by two entrance basins, is rendered accessible at every tide. It is the third city in England as regards trade, has a population, including its suburbs, of about 120,000, and may, with truth, be termed the metropolis of the west.

Steam Packets start weekly for the following places, the distances by water being here given: — Dublin, 253 miles; Cork, 264 miles; Waterford, 210 miles; and daily, for Chepstow, 20 miles; Newport, 31 miles; Cardiff, 30 miles; Swansea, 73 miles; Tenby, 100 miles; and Ilfracombe, 71 miles. The principal Hotels and Inns are the Bush, Full Moon, Talbot, White Hart, White Lion, and Victoria; in addition to which, it may be observed, that Bristol, like London, abounds in houses of entertainment, suited to the taste of travellers of every class.

In the year 1831, Bristol was the scene of dreadful riots, which continued for 3 days, in the course of which the city suffered severely. The public entry of Sir Charles Wetherell into the city, in his capacity of recorder, to whose political opinions the lower classes were opposed, was the signal for its commencement; and the leaders, encountering little opposition, their numbers swelled into an immense mob, that soon became masters of the town, which was consequently sacked. During this period, owing to the pusillanimous conduct of Brereton, the commanding officer of the regiment, to whom the civil authorities were compelled to resort for assistance, the Bishop's Palace, the Mansion House, the Custom House, the Excise Office, the New Gaol, Gloucester Prison, and Queen Square, with many private houses and warehouses, were destroyed. For his misconduct on this occasion, Brereton was afterwards tried by a court-martial, the proceedings of which abruptly terminated, in consequence of his committing suicide.

BRISTOL AND EXETER RAILWAY.

The Bristol and Exeter Railway commences at Temple Meads, Bristol, at the terminus of the Great Western Railway, one station being common to both companies. Carried in a gently waving line, with the intervention of a short but deep cutting by embankment, it arrives in two miles at the turnpike road to Wells and Bridgewater, under which it is taken, and is thence continued, by an alternation of embankment and excavation, to the 3 milestone, where it reaches another embankment, from whence is beheld a beautiful view. On left, rising in lofty grandeur, is seen Dundry Beacon, the summit of which, 700 feet above the level of the sea, commands one of the most beautiful and extensive prospects in the West of England. On right rises Leigh Down, the eastern extremity of which, called Ashton Hill, also commands a fine view. Here the rocks are nearly perpendicular and extremely craggy, and being hollowed out into caverns by the hand of nature, and shaded with a variety of shrubs, exhibit a scene alike romantic, wild, and beautiful. At the foot of Ashton Hill lies the village of Long Ashton, much resorted to in the summer season by visiters from Bristol, for the enjoyment of the enchanting scenery in its vicinity. Above Long Ashton are also seen the grounds of Ashton Court, the fine old seat of Sir John Smith, Bart.

At 3¾ miles from Bristol, the Railway enters an excavation, carried through which it passes, at 4½ miles from that city, unseen, upon the right, Ashton Watering, a little beyond which terminates the rise of 1 in 440 upon which it has to that point been constructed. Here the Bristol and Bridgewater Road crosses the line. It now commences a descent of 1 in 374 feet, and, carried through deep cutting to an archway of 300 feet in length, it arrives at Flax Bourton, 6 miles from Bristol. From Flax Bourton ¼ mile beyond which it crosses the road to Wraxhall, and in rather more than half a mile the road from Farley to Nailsea, it is constructed with a gradual bend, chiefly through cutting, to very near the 7 milestone, when it enters on an embankment that carries it to

THE BACKWELL STATION

AN INTERMEDIATE ONE, DISTANT FROM BRISTOL 8 MILES, FROM EXETER 67½ MILES, FROM LONDON 126 MILES. — Journey resumed page 45.

The Backwell Station is situate at the Backwell and Nailsea road, the former a considerable village, about 1 mile distant on left, the latter a large village, about 1 mile distant on right. Nailsea is situate in the centre of the great coal field to which it

gives name, and, extending in various directions to a great distance, proves a fruitful source of revenue to its proprietors. The Bedminster coal field, it may here also be remarked, is traversed for some time after quitting the Wells road, from which point the tourist travels for several miles over a successive continuation of inexhaustible coal mines that may, with truth, be termed the gold mines of England. From the Backwell Station, continued by embankment, in another mile, it reaches Chelvey, ½ mile beyond which it passes Nailsea Court upon the right, and in ¼ mile more, where it enters on a level course, carried forward in a direct line through alternate excavation and embankment, it arrives at

THE YATTON STATION.

AN INTERMEDIATE ONE, DISTANT FROM BRISTOL 11½ MILES, FROM EXETER 64 MILES, FROM LONDON 129½ MILES.—Journey resumed below.

Four miles on right of Yatton station is

CLEVEDON.

Clevedon, a small village, situated upon the margin of the Bristol Channel, is chiefly remarkable for the beauty of its scenery. The rocks in the vicinity of this place rise, with great boldness and grandeur, to an immense height; and the scenery around, wildly scarred with craggy cliffs intermixed with herbage, is beautifully romantic. One of these rocks, which commands a fine prospect, particularly down the Channel, was formerly the site of a tower, long since demolished, called Wakes Tower, from the family of that name, who erected it as a place of observation. The church stands near the edge of a rugged rock overhanging the shore, at the west end of the village. Its elevation alone defends it from the fury of the sea, which, in stormy weather, beats here with great violence, and, with a rising tide and a westerly wind, is tremendous. The ride over the hill, from Leigh Down to this place is justly considered one of the finest in the county of Somerset.

From about a mile before Chelvey to Yatton, on left, are seen the villages of Backwell and Brockley, distinguished by their churches, while Clevedon, situate on rising ground that, broken into knolls of variegated form, beheld upon the right, presents a beautiful appearance. Yatton is a considerable village, as is Congresbury, 1½ mile distant on right. 1 mile beyond Yatton station the Railway crosses the river Yeo; in 1½ mile, passing Wick St. Lawrence, on the left, gains West Huish; in another mile St. George; and in 1¼ mile more the road from Banwell to Worle and Weston-super-Mare.* ¾ mile beyond the Banwell and Worle road it gains the Lockinge and Worle road, and in ¾ mile more the Lockinge and Weston-super-Mare road. ¾ mile beyond this is

* Where is the Banwell Station.

THE WESTON BRANCH STATION.

DISTANT FROM BRISTOL 18¼ MILES, FROM WHICH TO WESTON A BRANCH LINE OF 1¼ MILE IN LENGTH IS CONTINUED; FROM AXBRIDGE 5¼ MILES, FROM EXETER 57¼ MILES, FROM LONDON 136¼ MILES.—Journey resumed below.

AXBRIDGE.

Axbridge consists principally of one street about ¼ mile in length, and running in a winding direction from east to west. The church is a large handsome structure, in the Gothic style, standing on an eminence, and built in the form of a cross; from its west end rises a very fine tower: the interior contains a nave, chancel, north and south transept, two aisles, and two chapels, one on each side of the chancel. Near the church stands the market-house and shambles. The market is held on Saturday, and affords a plentiful supply of corn, sheep, and pigs. Knit hose is the chief or rather the only manufacture. Here was formerly a hunting-chase belonging to the kings of England. The village of Cheddar lies about 2 miles to the S. E. of Axbridge, at the foot of the Mendip Hills. It is situated in a parish of the same name, which extends from the middle summit of the hills a considerable way into the moors. The soil and surface are as various as can well be imagined. The lofty Mendip raises his rugged brow on the one hand, and forms a fine contrast with the rich extensive level on the other. The slopes of the hills are every where diversified. Here immense caverns, enormous chasms, and bold protuberances, are mixed together in awful variety; indeed, nothing can exceed the grandeur of the scenery which this parish displays. The chasm called Cheddar Cliffs is certainly one of the most striking objects of its kind in England.

The course of the Railway, which from Chelvey to this point, a distance of 8 miles, has been that of a nearly direct line, now changes, and continues, with a gradual bend, to Uphill, 19¼ miles from Bristol. 1 mile distant, on left of Uphill, is Bleadon, backed by Bleadon Hill; a little beyond which commence the Mendip Hills, that, at 5¼ miles from the Western Branch Station, overhang the town of Axbridge and village of Cheddar, the latter celebrated for its cliffs, its rocky and romantic scenery, and also for its cheese.

From Uphill the Railway is continued, with a gradual bend, to the viaduct over the river Axe; from whence, passing in ¾ mile Cripps Farm, upon the left, it is continued, in a direct line, to South Brent; on left of which Brent Knoll, a conical eminence, rising to the height of nearly 1000 feet above the level of the sea, presents a singular appearance. 1½ mile beyond South Brent the

Railway reaches the Burnham road, ¾ mile beyond which it crosses the Bristol and Bridgewater road, and in less than ½ a mile further arrives at

THE HIGH BRIDGE STATION.

AN INTERMEDIATE ONE, DISTANT FROM BRISTOL 26¼ MILES, FROM EXETER 49¾ MILES, FROM LONDON 144¼ MILES.

From High Bridge station, that on left affords a glance at Glastonbury Tor, 13 miles distant, in a right line, the Railway crosses the river Brue (that falls into the Bristol Channel, 1½ mile distant on right), reaching, in rather more than ½ a mile, the road to Huntspill. At 29¼ miles from Bristol it enters a short cutting that carries it, in ¼ mile more, under the old Bristol road, near Puriton; shortly after which, emerging from the excavation, it again enters on a level embankment, that carries it to the 32 mile-stone; ¼ mile beyond which, again crossing the old Bristol road, it soon arrives at

THE BRIDGEWATER STATION.

A PRINCIPAL ONE, DISTANT FROM BRISTOL 33 MILES, EXETER 42½ MILES, FROM LONDON 151 MILES.

Bridgewater, a market town of Somersetshire, is seated on the river Parret, over which is a stone bridge; here the tide rises at high water six fathoms, and sometimes flows in with such impetuosity, that it rises near two fathoms deep at a time, which often occasions considerable damage to the shipping, driving them foul of each other, and oversetting the small craft. It is termed the *boar*, and is frequent in the rivers of the channel, particularly the Severn. The church is a handsome spacious structure, containing a fine altar-piece of our Saviour taken from the cross, by Guido, and the spire is the loftiest in the county. Near the church is a handsome free school, built of stone; the town-hall is a large building, beneath which is a cistern, whence the inhabitants are supplied with water. It was first incorporated as a borough by King John, who built a castle here; and it was one of the first towns seized by the barons in the reign of Henry III., being then considered of great importance. The Duke of Monmouth was here proclaimed king, and lodged sometime in the castle; but being betrayed by Lord Gray, and his army consisting chiefly of raw countrymen, he was defeated by the royal army on a moor near Weston, 3 miles distant, when 1000 were killed and 1500 taken prisoners; and here Judge Jefferies and Colonel Kirk had most of the survivors executed. The houses in general are irregular, but the streets are wide and well paved. It sends two

members to parliament, and has a market on Tuesday and Saturday; at the former, cattle of all kinds are sold, and cheese in great quantities; and provisions of all sorts are plentiful. The midsummer county sessions are held here, and the assizes every other year. Through the convenience of its navigation, it has also a very good coasting trade, and a number of coal ships are constantly employed.

Beyond Bridgewater, the remaining distance to Exeter, at present, awaits completion.

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